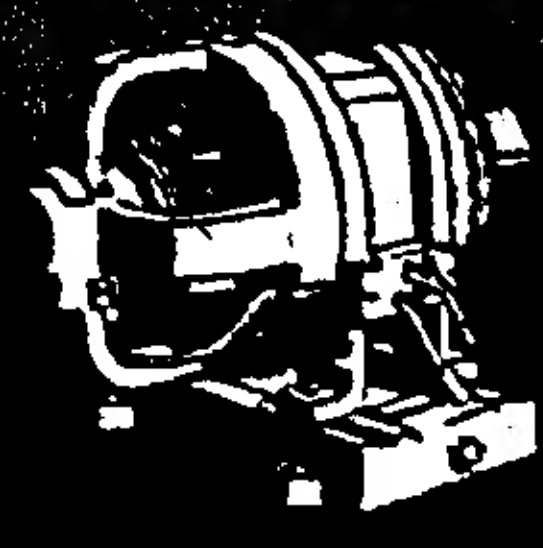


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# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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TUESDAY, JANUARY 11, 1921.

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**Vicoria**



GLASS WARE

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## REUTER'S TELEGRAMS.

### AGRARIAN RIOTS IN INDIA.

#### Situation Regarded as Serious.

Delhi, January 10.  
Anxiety with regard to the agricultural situation in India is justified by the official monsoon forecast, showing an unfavourable rainfall in North West India and the neighbouring hills. Test works are being opened in parts of the Bombay Presidency and the Central Provinces.

Allahabad, January 10.  
Agrarian disturbances have broken out on a considerable scale in the Raibareilly district of the United Provinces. Crowds of villagers are moving about the country damaging landlords' crops and invading their houses.

A mob of 2,000 were caught on January 6th lurking in the vicinity of the premises of a prominent landowner. Three of the ringleaders were arrested and the mob subsequently dispersed.

A later message states that owing to the continuance of the agrarian riots, troops are being sent to the affected districts. Meanwhile, officials are endeavouring to placate the mob, whose violence is due to a campaign by notorious political agitators.

The situation is regarded as all the more serious as many of the tenants have undoubted grievances which the landowners refuse to redress.

### UNEMPLOYMENT AT HOME.

#### Many Conferences Being Held.

London, January 9.  
Politicians, industrialists and Labourites are concentrating on the problem of trade distress. In addition to a meeting of Ministers on the subject at Downing Street to-day, the Trade Union leaders are holding a preliminary conference to consider their attitude towards the Government's proposals, while the Treasury have convened a conference of Government Industrial Councils and Joint Trade Councils at the Ministry of Labour to consider short-time in Government establishments.

Other meetings this week include a conference of London Boards of Guardians to urge the Exchequer to grant relief in local rates, a meeting of the Parliamentary Trade Union Committee and the Labour Executive to discuss the whole question of unemployment, and a conference of mayors of the London Boroughs to consider "a draft scheme for London unemployed."

#### Some Relief Schemes.

London, January 9.  
Replying to unemployment suggestions by the London Labour Party, Mr. Lloyd George points out that work on new arterial roads have been started in twenty-seven provincial and three London districts, while fifty authorities are considering or operating new arterial road schemes, and seventeen London Borough Councils and twenty-eight Provincial Councils have submitted proposals for the repair and maintenance altogether of eighty roads. The Ministry of Transport, in view of the heavy rates in the poorer London Boroughs, has offered favourable terms to enable local contributions to be met by loan, and many applications for such assistance have already been granted. Moreover, the Ministry of Health is hastening work on roads and sewers in connection with housing schemes. Many workless have thus already been employed. The Cabinet Unemployment Committee is meeting regularly, examining numerous other unemployment schemes.

#### Shorter Government Hours Disapproved.

London, January 9.  
At the Treasury Conference, mentioned earlier, the Trade Union representatives and Government employees rejected the Government proposal to work shorter hours if carried out on a proportionally reduced wage, on the ground that the small wage would not provide a reasonable living standard for the employees.

It is expected that the Government's reply on this point will be submitted to a further conference at an early date. The Trade Unionist representatives urge that the Government can employ larger numbers without reducing the wages of present employees.

### TO SCALE MOUNT EVEREST.

#### An Exploring Expedition Proposed.

London, January 9.  
A forthcoming attempt to scale Mount Everest, the approaches of which are still unknown to Europeans, was announced at a meeting of the Royal Geographical Society by the President, Sir Francis Younghusband, who stated that the political obstacles had been removed, the Indian Government having given permission to the sending of an exploring expedition which the Society and the Alpine Club would organise. He said the expedition would be a great adventure. Apart from the risks and hardships, there was the unknown factor of human capacity to stand great exertion at a height of over 4,000 feet higher than yet ascended. He declared that the summit of Mount Everest would never be reached unless all the approaches were first explored most carefully. A reconnaissance party for that purpose would go to India in 1921 and a climbing party would go to Tibet in 1922.

### COUNTRY RESIDENCE FOR BRITISH PREMIERS.

#### Formally Handed Over by Lord Lee.

London, January 9.  
A noteworthy ceremony was witnessed in Buckinghamshire on the occasion of Lord Lee handing over to Mr. Lloyd George the historic Chequers Mansion Estate, which he has donated as the official country residence of British Prime Ministers. Several members of the Cabinet, Lord Reading and the American Ambassador were present. The Estate is valued at £250,000.

### RUSSIAN ARMY OFFICERS FOR SIAM.

Constantinople, January 9.  
Thirty-five of General Wrangel's officers have left with their families to join the Army of the King of Siam, who was attached to the Russian Army when a youth and is said to hold a high opinion of its military qualities.

### BRITISH MISSION TO AFGHANISTAN.

Delhi, January 10.  
The British Mission to Afghanistan, which was due at Kabul on January 7th, has been received with the greatest cordiality, enthusiasm and hospitality in Afghanistan.

## REUTER'S TELEGRAMS.

### THE ALLIED COUNCIL.

#### America May Withdraw.

Washington, January 9.  
It is stated that the United States has decided to withdraw from the Ambassadors' Council in Paris. While officials do not confirm the statement, they admit that the Government will not be represented at the Allied Premiers' meeting next week. Officials point out that representation on the Council is anomalous in view of the failure of the Senate to ratify the Treaty.

### PANAMA CANAL.

#### Not Big Enough for Future Ships.

Washington, January 10.  
The War Secretary, Mr. Baker, interviewed, advocated the construction of a sea level canal in Panama or Nicaragua as a supplement to the present Panama canal, "on the ground that fifteen years hence the latter will be inadequate to handle the world's commerce. He considered it more important commercially than militarily. Mr. Baker pointed out that the present Panama Canal will be too narrow for the passage of future ships. The new American battleships, expected to be completed in 1923, would be 105 feet wide whereas the width of the canal was only 110. Mr. Baker's statement was prompted by President-elect Harding's suggestion that the Panama Canal be changed to a sea level canal."

### AMERICA AND THE MAYOR OF CORK.

Washington, January 9.  
The State Department has decided not to waive the passport restrictions in regard to Mr. O'Malley, the Lord Mayor of Cork. The decision has been communicated to the Labour Secretary.

### FRENCH SENATORIAL ELECTIONS.

#### Defeat of Communist Candidates.

Paris, January 9.  
Five members of the Cabinet have been returned in the Senatorial Elections, whilst all ten Communist candidates were defeated. The papers consider that the results endorse the Government's policy and show the national tendency towards political moderation.

#### Other Results.

Paris, January 9.  
The ex-Governor of Indo-China, M. Doumer, and the Cabinet members M. Breton (Health), M. Chupreau (Justice), M. Honnorat (Public Instruction) were successful in the Senate Elections, whilst M. Ricard (Agriculture) was defeated.

The Radicals and Socialist Radicals number 43 and the Left Republicans 30. From 95 vacancies, the former lost nine and the latter won eight seats.

#### A Cabinet Resignation.

Paris, January 10.  
It is authoritatively stated that M. Ricard is resigning from the Cabinet.

### HUGE FRENCH WIRELESS STATION.

Paris, January 9.  
The Under-Secretary, M. Deschamps, laid the stone of the largest wireless station in the world which is near Milan.

### GERMAN WAR CRIMINALS.

#### Three Offenders Sentenced.

Berlin, January 10.  
The first three cases have concluded of war criminals tried by the specially allocated Imperial Court at Leipzig. The accused were not included in the Allied extradition lists, but were offenders who were brought to the knowledge of the Court.

The accused were ex-engineers, convicted of plundering an inn in the Belgian hamlet of Elingen in October, 1918. They were sentenced to five years' servitude, four years' servitude and two years' imprisonment respectively.

### LIEBKNECHT'S MURDER RECALLED.

#### Imprisonment Sentence Quashed.

Berne, January 10.  
A curious decision has been given by the Criminal Court, which has quashed the sentence of 28 months' imprisonment on Lieutenant Vogel in connection with the murder of Herr Liebknecht and Rosa Luxemburg, on the ground that a law subsequently passed exempted the guilty who offended for the purpose of preventing high treason. Vogel never served his sentence, owing to his escape to Holland.

### DUKE OF CONNAUGHT.

#### Arrival in India.

Madras, January 10.  
H.R.H. the Duke of Connaught has landed and been welcomed by Lord and Lady Willington and other notables. There were large crowds in the streets.

### AUSTRALIAN SHIPPING STRIKE.

#### Lack of Coal Renders Thousands Homeless.

Melbourne, January 9.  
A shipping strike has stopped all trains and tramcars. There are 20,000 workless in Melbourne and others elsewhere, through lack of coal.

### CALIFORNIA AND THE JAPANESE.

Sacramento, January 10.  
The California Assembly has unanimously ratified the Senate's anti-Japanese resolution.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, January 10.  
An agreement for a loan of \$5,000,000 from the Chinese Bank Group for the payment of arrears of officials' wages has been signed by the Ministry of Communications.

Shanghai, January 10.  
Lau Chuen-han, Tsuchun of Szechuen, has wired to the Government for assistance, stating that the Yunnan troops are marching forward in great numbers.

On hearing a report that the tradesmen in Amoy have gone on strike on account of Li Han-chi, the Tsuchun, having increased various taxes, the Amoy community here has convened a general meeting to make a protest.

Luk Yuen-kwong is now on his way to Peking. It is believed that some important discussions in regard to the situation in Kwangsi will take place with Tso Kwan.

(Other Telegrams on Page 2.)

## BATHING FACILITIES.

### Mr. Pollock's Latest Move.

At Thursday's meeting of the Legislative Council, the Hon. Mr. H. E. Pollock, K. C., will ask the following question—

Will the Government appoint a Committee consisting of the Colonial Secretary and one Chinese and one British Unofficial Member of this Council for the purpose of inquiring into and reporting to this Council on—

- (1) The feasibility of providing adequate Public facilities for sea-bathing for the residents of—
  - (a) The Island of Hongkong; and
  - (b) Kowloon; and
- (2) The question of supplying cheap and easy means of transport to the Public in connection with such sea-bathing.

## LOCAL WEDDING.

### Lindsley-Williams.

The wedding took place at the Wesleyan Church, Wan-chai yesterday, of Mr. Alexander Maxwell Lindsley, of Messrs. Jardine, Matheson and Co. Ltd., late of the s.s. Chakang (son of Mr. and Mrs. M. Lindsley, of "West View," Ranikhet, India) and Miss Madeline May Williams (daughter of Mr. and Mrs. W. J. Williams, of Kennedy Road, Hongkong). The Church was prettily decorated for the occasion by Mr. Bransfield, and the officiating minister was the Rev. Clouston Porri, H. F., assisted by the Rev. W. Scholes, M. A.

The bride, who was given away by her father, looked charming in a gown of cream tulle with a train trimmed with orange blossom and white heather. The bridegroom wore a tuxedo with a white bow tie and a boutonniere of white roses and chrysanthemums and maidenhair fern. Miss Nellie Williams (sister of the bride) and Miss Ruby Young were the bridesmaids, and they wore dresses of white silk lace over champagne satin crepe and dullees caps to match with ruffled trimmings. Their bouquets were of orange and white chrysanthemums. Miss May attended as Maid of Honour, wearing a fawn dress with silk hat to match and carrying a bouquet of orange chrysanthemums. Master Gussy Young and Miss Gracie Winfield were the train-bearers and they were attired in white satin and old lace. The bride's mother wore a dress of fawn crepe de chine, with hat to match, and her bouquet was of orange chrysanthemums. Mr. J. Beal, Wardmaster of the Naval Hospital, was "best man."

The service was fully choral, the hymns sung being "The Voice that Breathed O'er Eden" and "O, Perfect Love."

A reception was later held at the home of the bride's parents, whilst later Mr. and Mrs. Lindsley left for Macao. Subsequently they will proceed to England via India.

There was over a hundred beautiful presents, including the following:—Bride to bridegroom, gold ring; bridegroom to bride, diamond and platinum brooch; bridegroom to bridesmaids, platinum brooches; bridesmaid to train-bearers, gold brooches and gold brooch; bride to Maid of Honour, basket of fruit.

## LOCAL BANK RUMOURS.

### Position of a French Concern.

There have been somewhat persistent rumours in the Colony of late regarding the financial stability of the Banque Industrielle de Chine, though there has been nothing in the nature of a "run." During the past two days, however, there have been a few small depositors who have withdrawn their savings.

In an endeavour to discover the real position of affairs, a representative of the Hongkong Telegraph called on the local Manager to-day and repeated to him the rumours in circulation. M. Montargis was exceedingly frank about the matter, saying "I do not think there is anything to be gained by keeping things hidden. The Bank's various branch managers know all the Bank's business and I tell you quite frankly that the Bank was in a little trouble. It is an industrial bank and although I will not say that it has backed some industrial concerns too far, it has, perhaps, backed them quite far enough. But I think that the trouble the Bank has been passing through is now finished, or almost so, and that afterwards the Bank will be stronger and will have more prestige than ever. There is no cause for any real worry."

## LEGISLATIVE COUNCIL.

### Orders of the Day.

The Orders of the Day for Thursday's meeting of the Legislative Council are—

First reading of a Bill intituled An Ordinance to authorise the making of bye-laws in respect of Holts Wharf.

Second reading of the Bill intituled An Ordinance to amend the University Ordinance, 1911.

Second reading of the Bill intituled An Ordinance to amend the Volunteer Ordinance, 1920.

## SMUGGLED ARMS.

### Haul from the "Empress".

An attempt to smuggle arms on a large scale from the Empress of Asia, in regard to which information had been previously received by the Police, resulted, in the arrest of the Chinese whom the Police believe to have been acting as a decoy to draw the searchers' attention from the main gang.

The prisoner was arrested by a revenue officer whilst coming out from the Kowloon Godowns yesterday, and was discovered to be in possession of 150 rounds of ammunition. He sought refuge, under the pretence of being drunk, and kept up this role until arrival at the Police Station. At a subsequent examination, he simply confessed to bearing the name of Li Kwong, and refused to give further information concerning the remainder of the contraband.

The Magistrate, before whom the prisoner was charged, this morning, inflicted a fine of \$500, or three months' hard labour, in default of payment.

## THE "ANCHISES."

### Big Blue Funnel Liner in Port.

There arrived in port to-day from Liverpool the s.s. Anchises, the biggest Blue Funnel steamer which has ever visited Hongkong. She is normally on the Australian run but has been temporarily transferred to the Far Eastern trade.

The Anchises, which was built in 1911 at Belfast by Messrs. Workman, Clarke and Co., has a registered tonnage of 10,046 tons, whilst her length is 493 feet, beam 62.4 feet and depth 28.6 feet. She is a palatial boat, with splendid passenger accommodation, and carries a cinema installation for the edification of those travelling by her. She has accommodation for close on 200 first-class passengers, and arrived here with 96 aboard. She is taking a full complement back on her return trip, the advantages she offers being greatly appreciated by the travelling public. Passengers who came out by her say the Anchises is a magnificent boat; they are loud in their praises of the vessel.

The liner is at present alongside at Holt's Wharf, Kowloon.

## THE MELTING FIVE-CENT TRICK.

### Chefalo's Final Exposure.

"The Melting Five-Cent" is the name of a trick which is more clever than any which Chefalo, who is showing nightly at the Theatre Royal here, with Palermo and Co., has yet exposed for the benefit of our readers. The magician takes a five cent piece in his left hand, and rubs it upon his right elbow, until it melts into nothingness before the astonished eyes of the victim.

The trick is done as follows:—Double up the right arm so that the right hand is near the collar on the right side of your neck. Then take the coin in your left hand.

Begin rubbing the coin against the right elbow. In doing so, drop it on the floor. This part of the trick is essential, but it must appear to be an accident.

Stop and pick up the coin with the right hand. Pretend to pass it to the left hand, but hold it in the right. Place the right arm in the old position quickly, dropping the coin down the collar. At the same time rub the empty left hand which the victim, of course, thinks contains the coin, against the right elbow, and the coin will apparently disappear before his very eyes.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 2s. 11.7/16d.

## THE WEATHER.

2 p.m., Barometer—30.07. Temperature—65. Humidity—54.

## LIGHTING-UP TIME.

Lighting-up time to-day is 5.57 p.m.

## DON'T FORGET.

### Today.

Theatre Royal—Chefalo and Palermo in mystic displays—9.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

### To-morrow.

Coronet Theatre—5.15, and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

### Friday, January 14.

City Hall—Professor Sklarov's Act—9.30 p.m.



## NOTICES.

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For full particulars, apply to the Proprietors, **THE FRENCH REMEDY CO., Ltd.**, 1, The Arcade, London, W.1.

## THE YARN MARKET.

Messrs. Polishwalla and Kotwall report under date 8th Jan.—Since our last report on the 15th December by str. Dunera, the whole interval has passed without any improvement in our Yarn market, which has remained very much depressed, and buyers here show no inclination to operate on account of absence of demand from up country.

A few foreign holders, with a view to getting rid of their stock, have sold about 1,200 bales of best chops in 10s. and 12s. Yarn at a further reduction of \$3 to \$5 per bale, while big importers, although they are holding large lots, finding present prices too low, are refraining from selling to maintain the market and are trying their utmost to avoid a panic.

At the close, our market has thus remained in a rather critical condition, and depends entirely on sudden and unexpected turn of events.

Unsold Stock 18,000 bales.  
Bargains 9,000 bales.  
Arrivals:—From Bombay str. Dilwara and Banca 6,500 bales.  
Shanghai:—Recent reports show very quiet market without any inquiry.

Japanese Yarn:—Notwithstanding a heavy decline in price, buyers are not showing any disposition to operate, and stocks are accumulating.

The following are the latest quotations:—25 Bales Nagasaki No. 10s at \$183.180, 50 Bales Nagasaki No. 12s at \$192.180, No. 20s at \$200, 3 Horses No. 10s at \$117, No. 16s at \$138, No. 20s at \$188, Yellow Joss No. 10s at \$180, 500 Bales Yellow Joss No. 20s at \$205.190, 40 Bales Seton No. 10s at \$180.174, No. 20s at \$203, Blue Fish No. 20s at \$200.

Raw Cotton:—The interval has passed without any business. The latest quotations are:—Bengal at \$30.34 per picul, Chinese at \$33.40 per picul. Stock: 300 bales Bengal, and 100 (Smya) Chinese.

## RIFLE LEAGUE.

## HAWKINS v. MUSKETRY STAFF.

The following is the result of a match shot off between H.M.S. Hawkins and the Musketry Staff, China Fleet, at Stonecutters Island on the 7th instant, resulting in a win for H.M.S. Hawkins team.

H.M.S. Hawkins.	200	500	600	Total
Mr. Miller	31	45	29	105
Beauchamp	35	42	27	104
Charlesworth	36	41	28	105
Chapman	36	32	33	101
Bishop	37	34	30	101
Trowbridge	34	37	23	94
Dawes	35	41	16	92
Burnett	32	33	21	86
				791

## Musketry Staff.

Musketry Staff.	200	500	600	Total
Mr. Lambert	39	33	33	105
Cross	39	30	38	107
Reynolds	35	45	23	103
Ansell	35	30	34	99
Gray	40	31	24	95
Cordon	37	26	31	94
Nixon	38	22	15	75
Burnett	35	23	23	81
				776

## HAWKINS v. AMBROSE.

The following is the result of a match shot off between the H.M.S. Hawkins and H.M.S. Ambrose at Stonecutters Range on the 8th instant, resulting in a win for H.M.S. Hawkins team.

H.M.S. Hawkins.	200	500	600	Total
Mr. Charlesworth	44	43	43	130
Miller	43	46	49	138
Chapman	39	46	40	125
Beauchamp	39	38	35	112
Trowbridge	34	34	37	105
Lynas	35	37	29	101
Dawes	29	34	37	100
Bishop	33	37	22	92
				898

## H.M.S. Ambrose.

H.M.S. Ambrose.	200	500	600	Total
Mr. Ellis	41	44	32	117
Hooker	35	39	38	112
Peberdy	41	31	43	115
Walsh	40	33	30	103
Chilcott	39	22	36	97
Newton	32	36	24	92
Jarvis	35	26	22	83
Knigh	33	21	29	83
				892

## CHICAGO POST OFFICE.

A plan has been completed for a \$4,000,000 Post Office Building at Chicago, with more accommodation for the Parcel Post. The work will be started on March 1st.

"They do more than  
please your taste—  
they satisfy!"



This is the package with the moisture-proof lock that keeps Chesterfield's original freshness and flavor intact.

Chesterfields "introduce you" to an entirely new kind of cigarette enjoyment. They not only please your taste, but they do something else besides.

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## CIGARETTES

—of Turkish and American tobaccos—blended

20 for  
20 cts.

They SATISFY!

## EARLIER TELEGRAMS.

## THE RUBBER SLUMP.

London, Jan. 10. Dealing with the proposed fifty per cent. restriction of rubber output in Malaya and the Straits, the "Times" emphasises that further restriction would be exceedingly expensive for the producing companies in view of the necessity for maintenance. The labour force, one of the primary expenses of a rubber estate, could hardly be reduced appreciably if the fifty per cent. restriction were enforced. It seems probable therefore that the fifty per cent. restriction might be accompanied by a rise of about fifty per cent. in "all in" costs, say from 1s. 2d. to 1s. 9d. in the pound. The result would be that unless rubber rose to 1s. 5d., the loss per pound under the restriction would be greater than without the restriction and with rubber at tenpence.

## THE UNEMPLOYMENT PROBLEM.

London, Jan. 10. The gravity of the unemployment problem was manifested at the end of last year, when 784,000 workless were officially recorded. The numbers are rapidly increasing. It is estimated that the London Boards of Guardians are paying out in relief at the rate of £1,000,000 annually. Labour organisations which refused to participate in the Government's Committee of Enquiry are conferring with a view to drawing up a scheme to deal with the problem.

## COAL EXPORT RESTRICTIONS WITHDRAWN.

London, Jan. 10. The restrictions on the export of coal and bunker supplies are withdrawn.

## ECONOMY IN THE NAVY.

London, Jan. 10. The Admiralty has ordered strict economy in the Navy and prohibited fresh schemes involving expenditure without special sanction.

## FRENCH LESSONS.

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## GOLF AT FANLING.

## England v the Rest.

The following are the full scores  
in the England v The Rest golf  
match played at Fanling on  
Sunday:

ENGLAND.	S.	P.
1 Major Bagnall	0	11
2 R. M. Smith	0	11
3 R. L. D. Wodehouse	1	1
4 P. G. Paravicini	1	1
5 M. Skeliff	1	1
6 R. A. Canidge	0	0
7 A. H. Crow	0	0
8 Captain James	1	0
9 C. E. H. Davis	1	1
10 R. Hancock	0	0
11 J. Hooper	0	0
12 F. Ravington	0	1
13 Major Edwards	0	0
14 M. M. Mas	4	0
15 J. Rhodes	1	1
16 Comdr. Wodehouse	1	1
17 J. W. Alabaster	1	1
18 R. Hooper	1	0
19 W. J. Franks	1	1
20 H. Hancock	1	1
21 N. L. Loe	0	0
22 Capt. Martin	1	1
23 Dicker	0	0
24 Comdr. Kilgus	1	0
Totals	104	55

THE REST.	S.	P.
1 T. W. Hill	1	1
2 A. B. Stewart	1	0
3 R. D. C. Morgan	0	0
4 T. S. Farnham	0	0
5 J. L. Crockett	0	0
6 H. J. L. Losh	0	1
7 A. H. Ferguson	1	1
8 Capt. Leslie Smith	1	1
9 E. Davidson	0	0
10 N. C. Wilson	0	0
11 H. E. V. D. Parr	1	1
12 De F. Rath	0	0
13 A. D. Kennard	1	1
14 F. S. Harrison	0	1
15 R. E. Macdonald	0	1
16 T. R. Claxton	0	1
17 K. S. Morrison	0	0
18 N. S. Marshall	1	1
19 F. Macdonald	0	0
20 G. M. Young	0	0
21 E. L. Sim	1	1
22 W. J. Morrison	0	0
23 H. Scott	1	1
24 H. G. Foster	0	1
Totals	104	7

Totals.—England 104, Rest 7.  
Win for England by 13.

## SHIPPING NEWS.

GERMAN SERVICE TO E. INDIES.  
A German regular steamship  
service between European ports  
and the East Indies has been  
inaugurated.SALE OF STATE STEAMERS.  
In pursuance of its policy of  
retrenchment, the Queensland  
Government is selling a number  
of its State steamers.U.S. SIAMENESE RELATIONS.  
A new treaty of Commerce and  
Navigation has been signed by  
the United States and Siam, grant-  
ing Siam full fiscal autonomy.OIL-BURNERS FOR JAPAN.  
Two oil burning vessels have  
been built at a British dockyard  
for the Osaka Shosen Kaisha, re-  
ports the *Osaka*. They are the first  
oil-burners for Japan country,  
and will attract great public  
attention. The vessels are named  
the *London-maru*, and the *Paris-  
maru*, and will be brought to  
Japan early in the spring. They  
will carry a few passengers, and  
are of 8,000 tons each. They will  
be placed in service on the South  
American line of the Osaka  
Shosen Kaisha.OIL-STEAM ENGINE.  
There is under construction at  
Nantes a motor traveler whose  
performance will be watched with  
keen interest by marine engineers,  
because her propelling machinery  
will consist of a Still engine,  
which it may be pointed out, is  
driven by both steam and oil.  
The underlying principle of the  
Still system consists in the rais-  
ing of steam from the heat now  
lost in the water jacket and ex-  
haust, and expanding it in the  
internal combustion engine itself  
at the back of the main piston,  
one stroke being performed by  
the steam pressure, and the other  
by the combustion pressure.AMERICAN SHIPPING IN THE  
ORIENT.  
It is reported in a Shanghai  
message to the *Mainichi* that Mr.  
M. A. Perry, the representative  
of the U.S. Shipping Board,  
arrived there recently and is now  
working for the establishment of  
the base of American shipping in  
that port. The message further  
says that the Shipping Board  
proposes to put on the Orient run  
34 vessels of 10,500 tons each.  
Of these vessels, the order for the  
construction of twelve has been  
placed with Japanese shipping  
yards and the rest with the  
Kiangnan Shipbuilding Yard.  
One of the ships was launched in  
June last.BRITISH BUSINESS AND  
IRELAND.

## Some Forgotten Facts.

Mr. R. A. Anderson, the secre-  
tary of the Irish Agricultural  
Organisation Society, and long  
and intimately associated with  
Sir Horace Plunkett's work in  
Ireland, in an interview with a  
representative of the Press  
Association, called attention to  
the commercial aspects of the  
Irish situation and to the damage  
that is being done to British  
business interests by the disorders  
in that country."Ireland," he said, "imported  
last year £158,000,000 of goods.  
Practically all of these came  
from Great Britain. She ex-  
ported last year £176,000,000 of  
goods. Practically all of these  
came to Great Britain. There is  
thus an Anglo-Irish trade of over  
£334,000,000 at stake, a sufficient  
reason, I should have thought,  
why the business men in both  
countries should be anxious to see  
peace and normal conditions re-  
established.""But the importance of this  
trade both to Great Britain and  
to Ireland is not to be measured  
by its value only. Ireland is  
Great Britain's best customer.  
Ireland buys from Great Britain  
more goods than any other  
country in the world, more than  
India, and more than the United  
States. And in return, Ireland  
sends to the British market  
more live stock, more poultry,  
more eggs, and more potatoes  
than any other land, while in the  
matter of bacon, butter, and oats  
she is Great Britain's second or  
third largest source of supply.""In other words, the economic  
needs and capacities of the two  
countries exactly supplement one  
another. Ireland gets from Great  
Britain the metals, coal,  
machinery, piece goods, and  
other manufactured goods she  
requires, and Great Britain gets  
from Ireland the live stock and  
food-stuffs she must have. In  
addition, Irish linens, yarns, and  
ships, and drinks find a steady  
market in Great Britain, though  
their value is much less than  
that of the agricultural produce  
exported. For instance, the value  
of the cattle sent to Great  
Britain from Ireland is at least  
twice the value of the ships pro-  
duced in the Belfast Yards. Be-  
sides the greater part of Anglo-Irish  
trade consists in a highly profit-  
able exchange of manufacture  
and raw materials for live stock  
and food-stuffs."Is it realised in England that  
the enormous trade is not merely  
jeopardised, but threatened, with  
a total collapse? Throughout the  
south and the west of the Mid-  
lands of Ireland the railways are  
ceasing to work. This means  
that in a little while nothing  
can be expected and nothing im-  
ported. Moreover, the state of  
the country is such that all  
agricultural and industrial de-  
velopment is halted, no one will  
put a penny into anything, and  
things are hurrying towards a  
complete stagnation of business.  
Both countries, of course, will  
suffer from this disruption of  
trade, but in some ways it will be  
Great Britain that will suffer  
most. In the matter of food,  
Ireland is self-supporting, and  
Great Britain is not, and every  
British household will find the  
cost of living going up when  
Ireland ceases to send her  
eggs and cattle and bacon  
and other produce across  
the Channel. Moreover, when  
trade with Ireland is brought to  
standstill, the British manufactur-  
ers will quickly realise that he  
has lost not only his nearest and  
biggest market, but one that it  
would be particularly to his ad-  
vantage to cultivate just now.  
Other markets are more or less  
closed to him by the derangement  
of the exchanges or a lack of  
purchasing power. In Ireland  
neither of these adverse condi-  
tions obtains, and Anglo-Irish  
trade, instead of being paralysed,  
ought to be experiencing a tremen-  
dous expansion."What I am trying to point out  
is that if there is going to be  
further anarchy in Ireland the  
British business man will have  
to pay for it. He will pay in-  
directly in loss of trade and  
dearth of foodstuffs, and directly  
in higher taxes and in compensa-  
tion awards. Take the case of  
the Irish creameries, co-operative  
and otherwise. Over forty of  
them have been destroyed and  
the replacement value of the  
buildings and the machinery that  
have thus been wrecked is prob-  
ably little less than one million  
pounds, and the value of the food-  
stuffs they produced annually  
and exported to Great Britain  
may also be put at about one  
million pounds.""But the money aspect of  
these depredations is not theTHREE YEARS IN A  
HAREM.

## Wits' Night Out.

How much more entertaining  
law courts might be if judges  
were as Mr. Gilbert Chesterton  
on the bench.He sat in that exalted position  
on a recent Saturday night at a  
mock trial at the Garret Club,  
with Mr. Cecil Palmer, the  
publisher, arraigned on a charge  
of "Sobriety."In his wig and gown G. K. C.  
was imposing, and only a long  
white beard need have been  
added to have in him an ideal  
"Father Christmas." Such is his  
universality.His intention not to allow "the  
dignity of the present day" to  
enter into the proceedings of the  
court was soon forgotten. His  
jollity would assert itself. In  
his endeavour to maintain  
judicial calm he spluttered and  
choked, and his ample sides  
shook over the sallies of counsel  
and witnesses.

SCOTTISH PREDESTINATION.

He smokes endless cigars, and  
made elaborate notes in a size 9  
notebook.Mr. Charles Scott-Moncrieff  
(for the defence) and Mr. Louis  
J. McQuilland (who, with Mr.  
Horace Funnell, for the prosecu-  
tion) travelled in the course of  
their forensic disputations from  
Scottish predestination to  
Einstein's theory of Relativity.What might happen if G. K. C.  
were a reforming Lord Chancellor  
was indicated in the course of his  
summing-up, when he suggests  
that in that trial the prosecution  
had established the case for the  
defence and the defence the case  
for the prosecution.

SOBRIETY AND POLYGAMY.

It was 11.30 when he summed  
up, and at such a late hour he  
was very brief and formal, though  
those present were eager for a  
disquisition from him as to the  
influence sobriety might have on  
polygamy, an issue dependent  
upon other charges against the  
accused. But he reserved it."Three years" in a Turkish  
Harem," was the sentence he  
pronounced.Altogether it was "ridy rag,"  
G.K.C.'s book, "The New  
Jerusalem," was used for the  
purposes of the oath, and there  
was a piquant scene when Mr.  
McQuilland had unexpectedly to  
cross-examine himself (a friend  
in disguise).Statesmen and other prominent  
people were mentioned as jurors.  
They were represented in clever  
caricature. All were objected to  
by the accused on a variety of  
reasons."Mr. Austen Chamberlain,"  
because, as he obtained revenue  
from drink, he might be influ-  
enced by his (accused's) favour."Mr. Asquith," because he  
would "wait and see," and was  
afraid of his wife."Mr. Churchill," because he  
was too big for his hat."Mr. George Robey," because  
he was an O.B.E."Mr. W. B. Brace," because of  
his moustache."The Kaiser," for no particular  
reason.only one. When a co-operative  
creamery is destroyed in Ireland  
the sole market for the produce  
of the small farmers within a  
radius of from three to ten miles  
is destroyed. The wreckage of  
one creamery in Sligo practically  
put eight hundred farmers out of  
business. These farmers were  
not Sinn Fein hotbeds, but  
elderly, hard-working men, who  
had paid for their shares in the  
creamery, were managing it  
themselves, and depended upon  
dairying as their chief if not  
their sole means of livelihood.Dairying, as you know, is the  
"key industry" of agriculture,  
and the maintenance of dairy  
herds is conditioned by the  
existence of creameries. Destroy  
a creamery, and it is not merely  
the production of butter, skimmed  
milk, cream, and cheese that is  
affected, but a vast range of  
agricultural interests that revolve  
around this pivotal point. It  
comes, therefore, to this, that the  
productivity of Ireland, which is  
Great Britain's best customer  
and her chief source of food  
supplies, is being steadily  
depressed. If things go on as  
they are, Ireland will produce no  
more than she needs for her own  
consumption, she will cease to  
send foodstuffs to Great Britain,  
and she will cease taking British  
goods in exchange. For both  
countries that will be an appal-  
ling calamity, but it is one towards  
which each is being hurried."

## NOTICE.

## FINE FOOTWEAR FOR MEN

## LANE, CRAWFORD'S

Excellence of material, making  
for durability and comfort in  
wear, and perfect shape and  
finish—there you have the secrets  
of the great and ever-growing  
popularity of Lane, Crawford's  
Footwear.

ENGLISH &amp; AMERICAN BOOTS &amp; SHOES

FOR EVERY OCCASION

DRESS PUMPS.

— TENNIS BOOTS AND SHOES —

GOLF SHOES.

BLACK &amp; BROWN LEGGINGS.

LANE, CRAWFORD &amp; CO.

## WATSON'S

## HYGIENOL

A Powerful Disinfectant  
Germicide & Deodorant.

A. S. WATSON &amp; CO., LTD.

THE HONGKONG DISPENSARY.  
Telephone No. 16.

## "READY-TO-SERVICE" SPORTS WEAR

SPORTING  
JACKET

JACKETS

Built on lines which afford  
the greatest amount of  
comfort and freedom to the  
wearer. Absolutely a tried  
favourite forGOLF, SHOOTING,  
WALKING, ETC.A fine selection of these  
jackets in Donegal tweeds,  
homespun, & Irish tweeds.

We are holding a fine selection of "JAEGER"

Coat Sweaters suitable for the Golf Course,

Tennis Courts, and every day use. Warm,

comfortable. All wool garments.

## CRICKET AND TENNIS

## TROUSERS

White and Grey Flannel, thoroughly shrunk

with permanent turn up bottoms,

smartly cut.

WHITEAWAY, LAIDLAW &amp; CO., LTD.

MEN'S WEAR SPECIALISTS.







## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE  
(Direct)

"RHESUS" 15th Jan. London, Amsterdam & Hamburg  
 "OANFA" 30th Jan. London, Amsterdam & Hamburg  
 "INION" 6th Feb. London, Amsterdam & Antwerp  
 "MENTOR" 22nd Feb. London, Amsterdam & Hamburg  
 "TEIRESIAS" 1st Mar. London, Rotterdam & Antwerp

LIVERPOOL SERVICE  
(Direct or via Continental Ports)

"ALCINOUS" 15th Jan. Barcelona, Harre & Liverpool  
 "HECTOR" 15th Jan. Genoa & Liverpool  
 "BELLEROPHON" 24th Jan. Genoa, Marseilles & Liverpool  
 "ANCHISES" 1st Feb. Liverpool & Glasgow

PACIFIC SERVICE  
(via Kobe and Yokohama)

"TEUCER" 5th Feb. Victoria, Seattle, Tacoma and  
 "PROTESILAUS" 15th Feb. Vancouver  
 "TALTHYBIUS" 10th Mar.

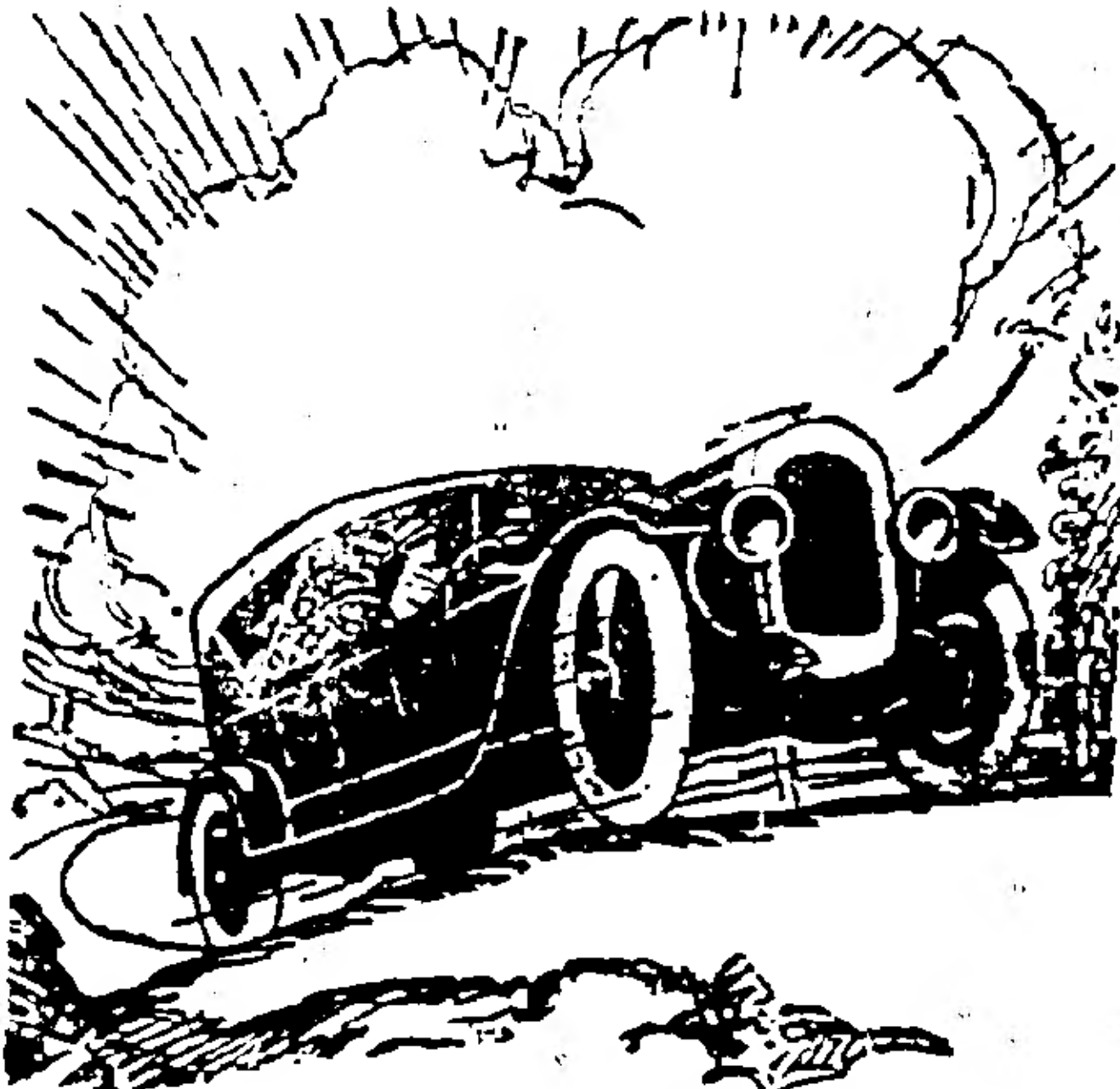
NEW YORK SERVICE  
(via Suez or Panama)

"LAOMEDON" via Suez 10th January.

## HOMEWARD PASSENGER SERVICE

"ANCHISES" 1st February for Liverpool direct  
 "MENTOR" 22nd February for London direct  
 "TEIRESIAS" 1st March for London direct  
 "STENTOR" 15th March for Liverpool direct

For Freight and all Information Apply to  
**BUTTERFIELD & SWIRE**  
 AGENTS.



Other things being equal—lubricating oils are best that change the least in their properties under the varying conditions to which they are subjected in practical use. This is so, because having once established that a particular lubricating oil, of certain properties, is the best for a given machine, it is manifest that if these properties change, it is equivalent to using another oil and this may not, and indeed is not, likely to be the correct oil for the purpose. And this change of oil will take place as often as the conditions change. One of the most changeable conditions found in machinery is temperature. This is constantly changing from day to night, from winter to summer, and under varying stresses of working conditions.

Why not buy the correct grade of Gargoyle Mobil oils—the oil that lubricates most—for the lubrication of your motor car? When the correct grade of Gargoyle Mobil oils is used, you are insured against undue wear and consequent repairs regardless of climatic conditions or changing temperature.

Fill your crank case with the correct grade of Gargoyle Mobil oils at the HONGKONG HOTEL GARAGE and watch the remarkable effect upon the operation of your car—especially on hills.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## PRINCE LINE FAR EAST SERVICE

From NEW YORK

The Steamship  
"SLAVIC PRINCE"

Having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, 13th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**FURNESS WITBY & CO. LTD.**  
 St. George's Building.  
 Telephone No. 3165.  
 Hongkong, 7th January, 1921

## NOTICE TO CONSIGNEES.

## OSAKA SHOSHEN KAISHA.

From JAPAN PORTS.

The Company's Steamship  
"PANAMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th Jan. 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

**OSAKA SHOSHEN KAISHA,**  
**Y. YASUDA,**  
 Manager.  
 Hongkong, 8th January, 1921.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From EUROPE and STRAITS

The Company's Steamship  
"YOKOHAMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 17th January, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

**NIPPON YUSEN KAISHA.**  
 Agents.  
 Hongkong, 21st October, 1920.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

From NEW YORK

Consignees per Co's Steamer  
"DEUCALION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 10th January.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Jan. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th Jan. 1921 or they will not be recognized.

No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 9th January, 1920.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
 OF HONGKONG, LIMITED

## —DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.) 34 FT. 6 INS.

## —THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS — TAIKOO DOCK HONGKONG

TELEPHONE NO. 212

CALL FLAG "T" OVER "A" AND "P" MAST

**BUTTERFIELD & SWIRE, AGENTS.**

HONGKONG, CHINA &amp; JAPAN.

**W. S. BAILEY & CO., LTD.,****ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.****HARBOUR REPAIRS**

Call Flag "L"

Sole Agents for  
"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.  
 Manager ... K.329.  
 Secretary ... K.369.  
 Harbour Engineer ... K.28.  
 Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS LIMITED.

From UNITED KINGDOM, COLOMBO & STRAITS.  
 The Motorship  
 "GLENLUCE"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 12th inst. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 12th inst. at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & CO., LTD.,**  
 Agents.  
 Hongkong, 5th January, 1921.

**HALL'S DISTEMPER**

THE KING OF WATER PAINTS

The Distemper, washable, and highly durable, and of various colors, is the ideal and covering for your home or office.

Handled by all Contractors and Painters.  
 Write for our Brochure "How to Decorate your Home."

**WILLIAM C. JACK & CO., LTD.**  
 Sole Agents  
 Hongkong & South China.

**VERENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ**  
 (United Netherlands Navigation Company.)

**HOLLAND-OOST AZIE LIJN**  
 (HOLLAND-EAST ASIA LINE.)

## NOTICE TO CONSIGNEES.

From HAMBURG, ROTTERDAM, LA ROCHELLE PALICE, LISBON and GENOA.  
 The Steamship  
 "AMELAND"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th January, 1921 at 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 17th January, 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

**JAVA-CHINA-JAPAN LIJN,**  
 General Agents.  
 Hongkong, 11th January, 1921.

**WATER RETURN.**

Level and Storage of water in Reservoirs on Jan. 1, 1921.

**CITY AND HILL DISTRICT WATER WORKS LEVEL.**

	1920.	1921.
Typhoon	4.1 Below	15.1 Below
Typhoon	26.11 Below	20.12 Below
Sydney	4.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with

**\*STORAGE IN MILLIONS AND DECIMALS OF GALLONS.**

	1920.	1921.
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Dec.

	1920.	1921.
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3

**KOWLOON WATERWORKS LEVEL.**

	1920.	1921.
Typhoon	4.1 Below	15.1 Below
Typhoon	26.11 Below	20.12 Below
Sydney	4.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with
Typhoon	15.3 Below	Level with

**STORAGE IN MILLIONS AND DECIMALS OF GALLONS.**

	1920.	1921.
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3
Typhoon	15.3	15.3

Consumption of water in the Kowloon in millions and decimals of gallons during the month of Dec.

	1920.	1921.
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
Consumption	15.3	15.3
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Consumption	15.3	15.3

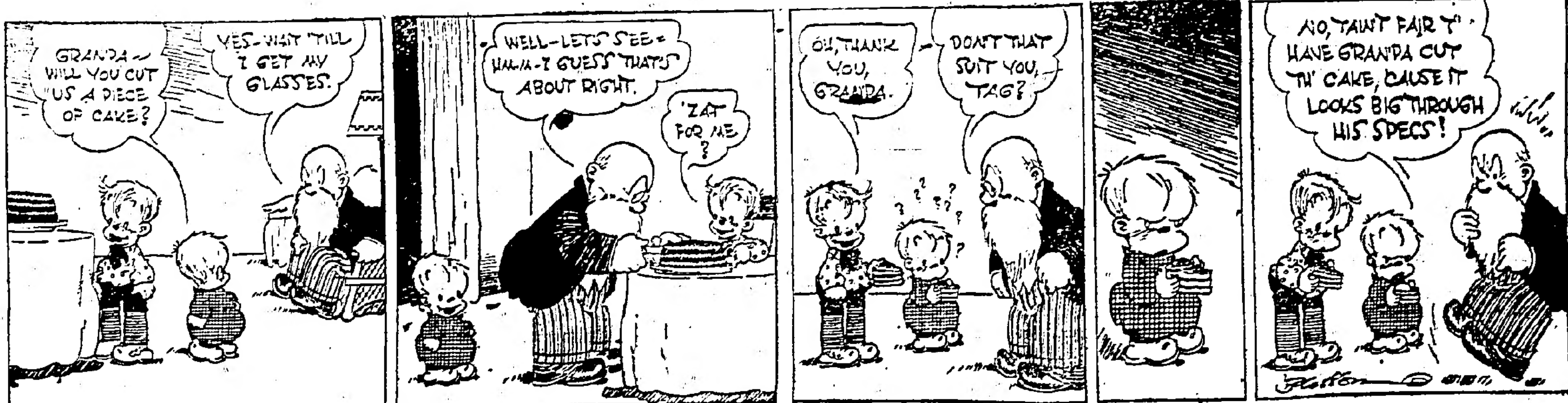
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**W. CHATHAM.**  
 Water Authority.

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## The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 11, 1921.

## DISARMAMENT.

Whilst the important question of international disarmament seems to be engaging the attention of the whole political world in general, American public opinion has been considerably roused in the matter owing to a conference between the President-Elect, Mr. Harding, and Mr. Butler, Chairman of the Naval Committee of the House of Representatives. And it is of more than passing interest that America should be giving close attention to this question, for the decision of the American nation in regard to naval armaments will make a very big difference to the general international trend of events. But opinion is every bit as diverse there as it is elsewhere. We find that Mr. Butler, of the Naval Committee, has introduced a resolution directing the Navy Department to proceed with the building programme immediately. His viewpoint is that the United States is not willing to commit its economic and political independence to the fetters of an international treaty limiting armaments. On the other hand we learn that the *Daily Telegraph's* correspondent at Washington thinks there is a national movement in favour of reduced armaments, which is gathering force throughout the country. He says there is a popular expectation that Senator Harding will call an international conference to discuss the question of armament limitation. Later we learn that until a world binding disarmament agreement has been reached the policy of the incoming Administration will be to continue the fleet building on the programme already in hand. Mr. Butler has, nevertheless, recommended Mr. Harding to canvass world sentiment and seek an exchange of international opinion.

The issue is so important that it is to be hoped that wise counsels will prevail among the three great maritime nations of the world. Britain, America and Japan can well afford to show their cards on the table in the hope that revealed honesty of intention will promote the saving of millions of money. There is scarcely a nation in the world that is not spending far more than it can really afford on its own "defence." That is a sad commentary on the lessons of the late war—or rather, a sad commentary on the way we have interpreted them. "The war that was to end war" has left behind it a legacy of keen international rivalry. There can be little question that such rivalry has its birth in the competitive commercialism of the age—a competitive activity that has brought with it envy and distrust. The aim of the world should be to confine such competition to peaceful spheres, though the whole system is one in which it is almost impossible to avoid risks of conflicting interests breeding a desire for a trial of strength. We first have to learn the lesson that wars do not pay; that money spent on armaments is money wasted—diverted from constructive to destructive ends. The belief that big armaments are necessary is based on fear; if the fear be removed then the belief will disappear also. How best to remove that fear is the problem facing international statesmen. We see in the League of Nations an attempt being made towards achieving that much-to-be-desired end, but until all the great nations are members of that League there can be little hope of achieving much. It is scarcely up to any one particular nation to take the first lead in disarmament; it is rather up to all the nations to find a common starting point.

When Mr. Butler says that "the United States is not willing to commit its economic and political independence to the fetters of an international treaty" he can scarcely have realised that without some agreement he is going to commit the peoples of the various nations to the fetters of indiscriminate spending that will assuredly bring war in its train. The money needed for social reconstruction will be mortgaged for purposes of international disruption. There is only one way out of the present difficulty and that is one involving a common agreement. Mr. Butler has recommended Senator Harding to canvass world sentiment and we cannot help thinking that the easiest way of doing that is for an American representative to have a seat on the Disarmament Committee of the League of Nations. The Covenant of the League of Nations sets up the whole of the machinery that is necessary to bring about disarmament; all that is now wanted is the co-operation of every nation to make that machinery effective. The day is one of undoubted opportunity; the query is "Will that opportunity be taken?"

## NOTES &amp; COMMENTS.

## The Vanderlip Concession.

Mr. Washington Vanderlip, the gentleman who has returned to America with a tale of huge Siberian concessions granted him by the Soviet Government, has abandoned the idea of proceeding to Washington for the purpose of urging the Government to open trade with Russia. This is interpreted as being due to a belief that owing to his anti-Wilsonian utterances in Russia there is little hope of his programme being carried out under the present Government, though Mr. Vanderlip has denied the report that during his sojourn he uttered abusive remarks against President Wilson. Another reason may be found in the Republican Party's reputation for friendliness, or over-friendliness, as its opponents say, to "big business," and Senator Harding takes office in a few weeks. Some commentators treat the concession as a white elephant, and it was "turned down" when previously offered to the eminent shipowner, Captain Robert Dollar, though one of his coadjutors was favourably impressed with the enterprise. When questioned regarding Lenin's alleged motive in granting the concession—to get America and Japan by the ears as a big step towards world-wide collision between the "bourgeois" governments—Mr. Vanderlip discredited the report, or else it was he discredited the possibility of Lenin accomplishing this Machiavellian policy. The "bourgeois" governments cannot complain that they have not been forewarned of the Bolsheviks' distant fell intent!

## Compliments From Vienna.

The Vienna *Neue Presse* presents this unexpected testimony to the British genius for politics: "There is no doubt that a really great politician does not need special training. He draws on his genius. Cavour and Disraeli were born leaders. But what of the thousands who are neither Disraelis nor Cavour, and who may be elected, but are not called to direct the affairs of states? It is one of the oddities of the Central Powers that with all their schools they never had a school for politics. Nor has England. But England is somewhat the home of parliamentarians and when a man leaves an English university he is more or less skilled in politics, though he may have taken a purely classical course." Perhaps many Britishers would feel dubious over this surprising compliment from the country of Metempsychosis—not over its sincerity, but as to whether it is altogether merited. The same journal hands us equally unexpected bouquet to our ally when it says that one of the wisest moves France ever made was to establish the *École Libre des Sciences Politiques* so nobly opened by Taine. This institution, we believe, was founded in consequence of the Franco-Prussian war, and it is reported that since her overthrow Germany in turn has set to work to supply the defect mentioned by the Vienna organ. A similar movement has been started in England—proof that the Viennese view as to British politicians being born does not prevail among our modest selves.

## Scotia's Blushing Brides.

There are several interesting items in the annual Scottish matrimonial statistics. We do not meet with a companion case to the one lately reported from New York, where a school inspector in quest of a 14-year-old girl pupil discovered that the absentee had married, but there are two cases of brides but a year older, while there were fifty less ones confessing to the mature age of sixteen years. When we come to sweet seventeen we find that the blushing brides totalled over 300, and altogether there were 3,237 still in their teens. By way of levelling up the average in Scotland, a lady of 72 entered into the sacred tie. This age is nothing to speak of in these days when one reads of octogenarians and even nonagenarian ladies tripping up to the Hymeneal altar, but in most cases the venerable brides have had matrimonial experience, while the septuagenarian consort has embarked upon the venture for the first time. Only the other day a Chinese member of the Colony was telling us that he would not sanction the marriage of his 18-year-old daughter for another two years. Are East and West changing about? The aggregate of marriages beyond the Tweed amounted to 44,137, being an increase of nearly

## DAY BY DAY.

WE LOSE THE RIGHT OF COMPLAINING SOMETIMES BY FORBEARING IT, BUT WE OFTEN TREBLE THE FORCE.—*Sterna*.

H. E. the Governor is to distribute the prizes at Queen's College on February 2nd at 11 a.m.

The officers of H.M.S. *Titanis* and other war vessels are holding a naval ball at the Hongkong Hotel to-night.

During the 48 hours ended yesterday there were notified three non-fatal cases of enteric fever—two British and one American.

A Chinese girl was injured in a motor accident at Percival Street, Wanchai yesterday. She was not detained in Hospital.

Major General Sir George Kirkpatrick, K. C. B., K.C.S.I., has moved into Headquarters House from the Hongkong Hotel.

Messrs. Andersen, Meyer and Co. send us an effective wall calendar advertising Dutch Boy White Lead, for which they are agents.

The bamboo constructors' strike has ended with an increase of 35 per cent, being conceded to the men. This is the biggest increase hitherto given for any class of labour in Hongkong.

Mr. R. E. Lindsell, on his return from leave, this morning resumed his seat on the bench in the Second Court. Mr. N. L. Smith, former Second Magistrate, has been transferred to the Imports and Exports Office.

A fisherman was injured in a motor accident near the Tai Po Market yesterday. Mr. d'Almeida Remedios, who was the driver, paid the victim compensation, which apparently gave satisfaction, for the man refused to go to Hospital.

A block of stone fastened in a sling dropped on to the leg of one of the coolies who was carrying it to a new building in town yesterday. The leg was badly crushed, the sufferer being obliged to proceed to the Government Civil Hospital for treatment.

Last week's health return shows two cases of enteric (one British and one Chinese), one imported case of diphtheria (Chinese) and one case of paratyphoid (Indian). One of the enteric cases was fatal, as was the diphtheria case. There were five Chinese deaths from influenza.

In connection with the discovery at Lower Albert Road of the remains of a Chinese woman whose appearance indicated that she had met her death by strangulation a Chinese was this morning charged before Mr. R. E. Lindsell by Sub-Inspector Appleton with murder, and remanded for a week, on the application of the prosecution.

As indicated as a possibility in yesterday's report, the alleged robbery of 100 pounds of dynamite by two men from the junk in which it was carried, has been proved to be false. The junkmaster, from motives of his own, cooked up the story to account for the disappearance of the explosives which belonged to a quarry master.

"In for a penny, in for a pound" would not appear to fit the case of a shroff employed by the Cheung Tak firm of exporters, of No. 169, Queen's Road West, who is now wanted by the Police on a charge of embezzlement. The accountant of the firm entrusted that shroff with a power of attorney to draw from the Chartered Bank the sum of \$5,000. He faithfully carried out his instructions, but with the money in his hand, the desire came to him of appropriating it to his own use. A trouble some conscience had to be appeased, and, compromised by sending \$2,000 back to his employers, he kept the remainder for himself, to enjoy a surreptitious holiday.

ten thousand on the previous year. At this rate it is just as well that the Registrar is only able to record one instance of quadruplets during the twelve-month.

## AN ISLANDER'S DIARY.

(By "Ajax.")

A great deal of interest has been aroused by the prohibition, for sometime past, against vessels carrying emigrants to Havana. The Chinese engaged in the business of recruiting these coolies have been puzzled to know why the Secretary for Chinese Affairs has been withholding his sanction to chartered boats carrying Chinese emigrants to Cuba, although in reality some of the large shipping companies are to-day carrying the seamen to Vancouver and San Francisco and from there to Cuba. The Imperial Act of 1880 contains a clause which seems to have been wrongly interpreted by the Secretary for Chinese Affairs and the Colonial Office has been asked to explain the real position. The reply is expected very soon, and it is believed that when it does come unrestricted emigration to Cuba will be allowed. Strange to say, although the authorities here been trying to stop emigrants being carried in chartered vessels this has proved ineffective. There is the case of the s.s. *Wallowa* which picked up the emigrants at Macao, and is now reported to have delivered her human cargo safely at Havana, although it was expected that as the Cuban Consul at Hongkong had not issued the passports of the emigrants the latter will not be allowed to land at Havana. But the question arises: If at the port of embarkation there is no authorised Consul, is it necessary for the vessel to return to a port that has one to issue the passports? In the case of the *Wallowa* there was no Cuban Consul at Macao, and hence the vessel proceeded on her way to Havana. There is no doubt that the charterer has succeeded in getting the better of the Chinese Secretariat. The whole thing strikes me as very anomalous. If certain shipping companies cannot be stopped from carrying emigrants to Havana how can the authorities justly stop the small ones?

It is the Government's duty to see that emigrants are not deceived by agents into believing that Cuba is a Paradise for the labourer, and it can with truth be said that this is just what they are now trying to do. Conditions at present in that country are so bad that thousands of Chinese who have emigrated there are without employment, and the Secretary of the Chinese Chamber of Commerce at Havana has wired to Hongkong asking the Chinese leaders to caution all those who expect to find employment in Cuba that the economic crisis in the country is likely to last for a long time.

A number of new buildings are at present going up in the Colony and a number of old ones being pulled down for bigger and more up-to-date ones to meet the needs of this growing Colony. Messrs. David Sassoon and Co. must be congratulated on their decision to pull down the structure that extends in Ice House Street up to the American Express building and in its stead to construct a palatial six-story building for shops and offices. This is a very wise move, and should add to the dignity of this part of the business quarter of Hongkong. In fact, the space occupied by some of the broking firms could be used for accommodating Banks. It is the ideal banking quarter, and with so many Banks desirous of opening branches in this Colony, it is hoped that the ground floor of the new building that will go up will be set aside for such institutions. It has always struck me as remarkable how wrongly ground floors of some of our mercantile buildings are utilised. For instance, there is no earthly reason why shipping companies should not be content at being housed on the first floors of buildings, instead of the ground. Then there are other businesses that really have no claim on ground floors. There is too much scramble for the ground floors of buildings in the commercial quarter of the Colony, and many shops have been forced, in view of the fact that a great deal of the ground floor space is occupied by firms that should not be there, to go into the Chinese part of the town. Of course, the mischief has been done, but surely it is not late for the landlords of the Colony to co-operate and see that ground floor accommodation in new buildings, when completed, should only go to shops and Banks and other institutions that depend upon their existence by being housed on the bottom floor. This is a matter worthy of close attention.

## CURRENT COIN.

(By "Mercator.")

There is very little real material upon which to hang this week's article. There is a slightly better feeling in the markets, and everybody seems to imagine that after the Chinese New Year things will begin to look up in the financial world of Hongkong. Of course, no one can say with accuracy when trade will improve, but it must be conceded that we have practically touched bottom in the abyss of trade depression. Nevertheless, there are many pessimists in our midst who think that worse times are ahead of the merchants, but I personally do not think so. Trade prospects for this year are by no means rosy, but there is no reason why during the next few months we should not witness a trade revival in this Colony. It must not be forgotten that the consuming countries cannot be out of the local market, for however large their stocks have been these must have by this time almost been diminished to a point when they will have to be replenished. Again, all commodities cannot remain in good condition for an indefinite period. There is peanut oil and others which grow rancid and unmarketable if stored for a long time.

Great Britain and the United States have been in the throes of a financial crisis and Reuter during the past few weeks has been giving us a picture of depression which is almost unparalleled. How can manufacturers in the Home Country and in the United States of America imagine that orders are likely to come to them at the current rates of exchange abroad? A purchaser would probably have to pay three times as much at pre-war rates for an article he needs. A home paper not very long ago tabulated what a list of countries would have to pay for a gas engine, for instance, compared to the price prevailing at the beginning of the war. Hongkong, for instance, would pay 3.9 times more at to-day's exchange, Shanghai 5.2 times, India 2.4 times, Japan 4.5 times, France 6.5 times, Germany 35.9 times, and Italy 11.2 times. Moreover, manufacturers themselves are faced in several trades with the need of buying raw material at considerably over 100 per cent more than it is now selling for in the open market, for they stipulated to purchase it at the price, thinking that the market would be sustained. Expectations had not come true, and all these precipitated the crisis that the manufacturers and merchants at Home and in the United States are at present going through.

All the produce markets during the past year experienced serious slumps. For instance, at the beginning of last year rice (Saigon No. 1) was quoted at about \$15.80 a picul, although this was not the highest point it had touched. It dropped steadily until to-day it is being offered for \$5 a picul. There was a big volume of business put through at the beginning of last year principally for Cuba, and when the Cuban debacle arose sometime in June and bills began coming back dishonoured the rates began to slip.

As regards peanut oil the market throughout last year was in a bad way. The new crop is now coming. From April last year there was not much buying by the United States owing to the failures in that country. In February the price of peanut oil was \$28.50 a picul and from then it dropped steadily. In June it was \$23, in September \$21, and, at present, the rate is \$19. The United States purchased very heavily at the beginning of last year.

Exchange during the week has been again erratic. Messrs. Montagu and Co., in one of their weekly letters just to hand, say: "In our letters during the latter half of June, referring to the outlook of the market after the price of silver fell to 44d. on the 15th of that month, we emphasised how precarious the future must be whilst China remained the only absorber of the metal. Exchange speculation in that country assisted to rally the price and maintain it round about 52d. for some months, but the inevitable has happened since, and a heavy retrograde movement has taken

## TO-DAY'S MISCELLANY.

Rare Ben Jonson—rare, indeed, on the modern stage—will have an opportunity of testing his wit and wisdom on a twentieth-century audience this winter. The "Phoenix," English a society which pulls old plays out of the dust of oblivion, proposes to stage the great dramatist's "Bartholomew Fair" and "Volpone." The latter was first acted at the Globe. Jonson performed in some of his own plays, and off the stage enacted a tragedy which nearly cost him his life, through killing a fellow-actor in a duel.

One reason for the slump in the price of leather, and consequently of boots and gloves, writes a correspondent in a home journal, may be found in the growing quantity of fish skins which are being tanned. Porpoise leather laces have been favourably known for years but it is only recently that the skin of shark and dogfish have been successfully adapted for commercial purposes. From a 500lb. shark it is possible to obtain 10 square feet of leather from the hide, suitable for boots and shoes while the stomach yields a skin strong and soft, not unlike kid. Shark-hunting is now profitably followed in Southern waters by several companies.

The engineer Makhonin, who, according to a Bolshevik report, has "elaborated a project" for the construction of an airship with a freight-carrying capacity of 900 tons, will certainly have something of which to be proud if his levitation materialises. Being an airship, it will depend on gas to rise from the earth and remain in the air, and it needs 35,000 cubic feet of hydrogen, the lightest of all gases, to lift a ton. Adding 40 tons to the 900 tons of freight for the weight of the framework, engines and crew—a very moderate estimate—Engineer Makhonin's airship will have to be capable of lifting a clear 1,000 tons, which means that the gas containers will have a total capacity of 32,000,000 cubic feet. An airship of that size would be 16 times as big as the biggest that has yet been constructed. What a target for anti-aircraft guns!

The Secretary of State for the Colonies has been approached by the Government of Malta in connection with a proposal to establish a shipbuilding industry on the island. Some time ago representations were made to leading British shipping companies whose vessels call at Malta, and one company sent out to the island an engineer to report on the prospects of establishing building or repairing yards for merchant ships. Though deciding that it could not undertake the scheme itself, the company suggested that the existing naval docks might be utilised for building purposes. This proposal was submitted to the Admiralty and the Colonial Office, together with an alternative proposition that the Admiralty should extend its operations in the island to the construction and repair of mercantile vessels. The Admiralty came to the conclusion that it could not sanction either proposal. The Government of the island has therefore appealed to Lord Milner for advice as to how its object may be attained. The local official view is that the importance of Malta as a port of call would render the establishment of a shipbuilding industry not only highly beneficial to labour conditions on the island, but a great success commercially.

The omens cannot yet be read as propitious. The Indian Bazaars will probably be little inclined to buy until the effects of the poor monsoon are dissipated. No vigour in the China export trade can be anticipated until world stocks of Eastern and other goods are depleted to such an extent that import merchants can buy with reasonable hope of profit. The trend of prices does not depend upon sentiment nor to any very great extent, upon the Pittman Act which simply lessens the pressure of supplies; it must be decided by the balance of trade with silver-using countries. If it be in their favour, then confidence will return to the silver market. In this connection the possibility of a loan by the Chinese Consortium must not be overlooked.



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## Interesting Court Case.

In the Supreme Court this morning, before His Lordship Mr. Justice H. H. J. Gumpert, an interesting case was heard, which arose out of an action brought by Ho Cheung Shi, the widow and administratrix of the estate of Ho Wo Lam, against Ho Wan Lam.

In a judgment given by His Lordship the Court declared that the business of the Wah Kee commenced in the family agreement dated the eighth day of the third moon, and that Ho Wo Lam was entitled to an eight share therein. The Court also ordered that the following accounts and enquiries be taken before the Registrar of the Supreme Court unless the parties came to an agreement:—(1) an account of all the dealings and transactions of the Wah Kee from the above date to the death of Ho Wo Lam, (2) an account of the credits, property and effects belonging to Wah Kee at the date of the death of Ho Wo Lam, (3) an account of the partnership debts and liabilities at the time of the death of Ho Wo Lam, (4) the production at the office of the defendants' solicitors, Messrs. Wilkinson and Grist, of all the account books relating to the said Wah Kee, (5) and that the sum of \$5,000 deposited in the International Banking Corporation as security by the plaintiff with interest thereon.

Messrs. F.C. Jenkin and Eldon Potter, instructed by Mr. Lo, was for plaintiff, and Mr. Alabaster instructed by Mr. Beavis for the defendants.

The Chief Justice (to the defendant)—Now, tell me; these accounts that you burnt were kept in Canton?—The books that I burnt were kept in Canton before my third elder brother sued me, but since that occasion all the books were brought down to Hongkong, and kept here.

You mean since the beginning of the action or the end of the action?—At the beginning of the action, because the books were to be produced in Court and that is the reason why they were brought down.

Have they ever been taken away to Canton again?—Once.

Are the remaining books still here?—All the Wah Kee books were brought to Hongkong.

And those that have been destroyed have been here since?—Yes.

Have you an office for the business of the Wah Kee?—No, there is no shop premises or any business in Hongkong with the name of Wah Kee. The business of Wah Kee was carried on in the premises of the Kuo Sing theatre, then at the Shung Hing theatre, and after that the firm of Wah Kee came to an end.

Now, what I want to know is, where was the managing of the properties of the Wah Kee?—In my family house.

All the Wah Kee books were not destroyed in Hongkong?—They are all in Hongkong. They were on one occasion taken to Canton for working the accounts.

When was that?—Within the last few years.

Who took that account?—It was given to Mak Wang Hing who worked out the account of the Wah Kee.

When did they come back to Hongkong?—It was after a time that these books were brought back to Hongkong.

Cannot you say definitely how many months they were away?—About a year. The books were in Canton for about a year. I took the books up there.

When you took the books to Canton were the old Wah Kee books already destroyed?—The books of the Wah Kee were destroyed.

For what purpose were these accounts being made?—It was my suggestion that the accounts and books should be worked out. The accounts remained unworked for a long time.

Examined by Mr. Alabaster:—The accounts have been made out on two occasions by Mak Wang Hing, once in 1902, and then on the present occasion?—The accounts up till 1902 were actually made but the accounts on the special occasion were not.

The 1902 accounts were made in consequence of the third brother who wished to retire?—Yes.

At that time the eldest brother was living?—Yes. It took me two years to make the accounts.

Before the destruction of the books all the branches agreed to Mak's accounts?—Yes, that exactly was the position.

It was your intention when the little boy came of age to admit him to a share in the business?—Yes. I admitted him to his proper share.

The case is proceeding.

THE COLONY IN  
EARLIER DAYS.XIII.—The Mutiny on The  
"Kate Waters."

The facts of what came to be known as the Kate Waters tragedy caused a sensation in the Colony during 1879. In October of the previous year the British barque Kate Waters left Hongkong for Sydney via Foochow under the command of Captain William Frederick Giese. He had two European mates, Bowen and Hayden, and a mixed native crew of ten men, of whom three were Chinese. After leaving Hongkong the vessel was compelled by adverse winds to anchor outside for two weeks, when the course was resumed for Foochow. After this, dissatisfaction was evinced by the crew, partly, it was alleged, through ill-treatment by the Captain, who was addicted to drink, and this was made the pretext by the leading mutineers to murder the Captain and European officers of the ship.

**NON-ACCOMPLICES MURDERED.**  
After this they changed the course of the vessel and ran for Palawan, where the mutineers, after making the Chinese carpenter scuttle her, took to the boats. They then landed on an uninhabited island called Malinzing, professing to get water, but in reality to get rid of those members of the crew who had not been accomplices in the murders and piracy. On this island the cook and the carpenter, both Chinese, were murdered, and a coloured seaman named Peter would have shared his fate had he not escaped by hiding himself. Leaving the island they found that one possible witness, a Chinese boy, remained, and it was resolved to take his life also.

THE PERPETRATORS BROUGHT  
TO TRIAL.

On the 21st February, 1879, seven of the remaining crew of the unfortunate ship were brought up from Singapore under an escort of Labuan police, they having been arrested in Labuan. Three of the crew, two Siamese and a Japanese, were eventually committed for trial, and the case came on before the Criminal Sessions on the 13th May, when the three accused, Ali, Assan, and Kitchin, alias John, were arraigned on seven counts charging them with murdering on the high seas William Frederick Giese, master, Christopher Bowen, first officer, Henry Hayden, second mate, on the ship, and the two Chinese on the island, also the Chinese boy, and, further, also with stealing the vessel and her cargo.

The acting Attorney-General, Mr. J. Russell, prosecuted. The prisoners were defended by Mr. Ng Choy, the first Chinese to be called to the English Bar and admitted to the Bar of the Colony, who had been a Court interpreter, and who in later years, after serving on the Legislative Council, joined Li Hung Chang's staff with the appellation of Wu Ting Fang. He was subsequently appointed Chinese Minister to the United States, and prior to his departure to take up that distinguished post he was a guest at a dinner given to members of the Bar by the newly-knighted Chief Justice, Sir J. W. Carrington.

THE CHIEF JUSTICE'S CARE TO  
AVOID A TECHNICAL FLAW.

Mr. Ng Choy's forensic gifts could not avail the miscreants, whom the jury unanimously found guilty, and the capital sentence was passed upon all three. The Chief Justice was determined that the ends of the law should not be defeated, stating that to prevent escape on a technical flaw (as had happened in other cases) he would sentence the prisoners separately on each count.

The perpetrators expiated their offence publicly in the compound of the Gaol on the 28th of May. This was the first execution to take place within the walls of the Gaol since the foundation of the Colony, previous executions having been carried out in the Magistracy compound.

## CHINESE POSTAL SYSTEM.

The Chinese representative at the International Postal Conference presented the question of the gradual abolition of foreign post offices in China, in view of the fact the China has entered into the International Postal Union, and that the present efficient condition of the Chinese postal system warrants the abrogation of foreign posts in the republic. The conference approved the application.

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## PIANO RECITAL.

Prof Sklarevski at The  
City Hall.

It was a rich musical treat that Professor Sklarevski gave to the audience which gathered last evening in the City Hall to hear the first of a series of three recitals which he is giving in Hongkong. Most of those present had happy recollections of the famous musician's previous visits some two years ago, and the general verdict at the conclusion of the programme was that he has even improved on the wonderful skill which he then displayed.

The programme opened with Caprices on the motives from the ballet "Alceste" (Gluck-Saint Saens) which was treated in masterly fashion, this being, however, but a forerunner of the good things to come. Professor Sklarevski next appeared in a big Chopin number of five bracketed items, and here he was probably heard at his best. Professor Sklarevski is a great exponent of Chopin, and he played these numbers with amazing technique and really wonderful interpretative ability. Later came Liszt's Death of Isolde, which was rendered with great depth of feeling, whilst the final item on the programme was the Marche Militaire (Schubert-Tausig), an altogether brilliant piece of work. In addition to the programme numbers, the Professor obliged with one or two encores, winding up with the Turkish Patrol which was one of the treats of the evening.

Further recitals are to be given on the 14th and the 15th instant, and it is hoped that there will be large audiences, for it is seldom that Hongkong has the opportunity of hearing such a brilliant pianist.

## K.C.C. GOLF.

## Mead Shield Results.

The following was the result of the first round of the Golf Championship of the Kowloon Cricket Club (Mead Shield), which was completed on Sunday:—  
Dr. Woodman beat V.C. Labrum  
B.D. Evans beat J. Stalker.  
J. Mc Cubbin beat A.O. Brown.  
W.T. Elson beat J. Gibson.  
D.G. Nicoll beat K.R. Macaskill.

J. Parkes beat H.E. Stevens.  
P. Heathcote beat H. Overy.  
D. J. Mackenzie walk-over from J.H. Kynoch.

In the second round, J. Mc Cubbin beat W.T. Elson.  
For the second round, to be completed next Sunday, the opponents will play in the order given above.

## CHUCKLES.

According to the *Mature Ensign*, during the hearing of a "habeas corpus" case in chambers at Wellington Sir Robert Stout, the Chief Justice, told a Scottish story.

"It seems to me," said his Honour, "the parties are fighting about nothing. It is like the old tale of the possession of a white thorn bush, which was not worth sixpence, at the corner of two farms. As the result of litigation both farmers concerned lost their farms, and the white thorn bush went on growing."

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# CAMERA NEWS



TALLEST BROTHER AND SISTER.

These two oddities have been discovered in Germany. They are supposed to be the tallest brother and sister in the world. Mariana Van Dreehen is twenty-four years old and is eight feet seven inches tall. She weighs 340 pounds, while her little brother William weighs only 336 pounds and is nine feet tall. William is just twenty-one.



QUEEN MOTHER OLGA.

Queen Mother Olga, mother of King Constantine, who succeeded Admiral Coundouriotis as Regent of troubled Greece pending the outcome of the plebiscite.



IN IRELAND.

Below are seen British soldiers with machine gun guarding Drumcondra bridge, Dublin, and above a fleet of armoured cars used by the soldiers in dispersing mobs.



PAVEMENT BLOCKS AS FUEL.

Fuel is so scarce in Petrograd that pavements are being torn up and the blocks used to keep homes warm. Picture shows a clergyman and a student homeward bound with a load of the wooden fuel.



SEBASTOPOL HARBOUR.

Here is a recent view of Sebastopol Harbour, showing two submarines passing through.



YUAN'S SONS.

Above are seen four sons of Yuan Shih-kai, former President of China, who have arrived in America to be educated.

## DOINGS OF THE DUFFS

Interrupting a Quiet Evening.

BY ALLMAN.





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C. H. BENSON,  
MANAGER.  
Hongkong.

## LITTLE FOLKS' CORNER.

## ADVENTURES OF THE TWINS.

## MR. FROG IS MISSING.

Tingaling, the fairy landlord, and his friends, Nancy and Nick  
arrived at Phil Frog's house for the rent, just as Phil disappeared  
into the mud at the bottom of the pond.

Mrs. Frog appeared to be very busy scrubbing the children, and  
it took her quite a time to hear the pounding at her front door. The  
Frogs lived in a quaint house made of green lily-pads, quite becoming  
to them all, exactly matching their complexions.

Suddenly she jumped up and opened the door. "Why, I declare,  
Mr. Tingaling!" she beamed, trying to look as delighted as though  
the little fairyman were the postman on Christmas morning, instead  
of the rent-collector. "What a surprise this is! And how dis-  
appointed Philip will be when he returns."

Tingaling's face fell. "Returns! Why, is he away? Didn't  
he know it was rent day?"

"He must have been forgotten!" she declared. "He's on his  
vacation."

When Philip last left in his hiding place down under the mud,



"Why I declare, Mr. Tingaling!" Mrs. Frog beamed,  
trying to look delighted.

he shook with glee at his own little joke. "Yes, I'm on a vacation,  
Mr. Landlord," he grinned, "but only until you shut the front door  
behind you."

Now Tingaling grew very thoughtful. He knew what a tricky  
old fellow Philip was, how he laughed at other folks' troubles and  
shirked responsibilities himself, spending his days catching flies and  
his nights croaking at the moon. And he also knew that Phil knew  
it was rent day, and that the chances were that Mr. P. Frog's  
vacation hadn't taken him much further away than the corner cup-  
board, or the cedar chest, or the clothes hamper.

"If you don't mind, then, Mrs. Frog," he said, "I think I'll look  
around a bit just to see what repairs are needed."

And what, my dears, could Mrs. Froggie say?

(To be continued to-morrow.)

## EXCHANGE.

(Opening Rate: closing Rate  
on Page 11.)  
SELLING.

T/T	2/11 1/2
Demand	2/11 7/16
30 d/s	2/11 9/16
60 d/s	2/11 11/16
4 m/s	2/11 13/16
T/T Shanghai	Nom.
T/T Singapore	127
T/T Japan	112
T/T India	199
Demand, India	199 1/4
T/T San Francisco	53 3/4
& New York	53 3/4
T/T Java	163
T/T Marks	Nom.
T/T France	895
Demand, Paris	—

## BUYING.

4 m/s L/C	3/11 1/2
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6 m/s L/C	3/11 3/4
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Melbourne	3/11 3/4
30 d/s San Francisco	53 3/4
& New York	53 3/4
4 m/s Marks	Nom.
4 m/s France	935
6 m/s France	975
Demand, Germany	—
Demand, New York	53 3/4
T/T Bombay	Nom.
Demand, Bombay	199
T/T Calcutta	Nom.
Demand, Calcutta	199
On Yokohama	112
Demand, Manila	119 1/2
Demand, Singapore	127
On Haiphong	Nom.
On Saigon	71 1/2
On Bangkok	71 1/2
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Hongkong Jan. 11, 1921.

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Yauchong, 45 Connaught Road,  
Second Floor from Shanghai.  
4965, from Shanghai.

Captain, Harimamaru, care  
Mitsui, from Kobe.  
Loolon Kenghoean, from Amoy.

1660, 2861, from Shanghai.  
Joechongching of Lomopo-  
cheung c/o Mahipcheong, 67  
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N. LUND.  
Act. Superintendent  
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Montague	A. L.	Jan. 11
Saiwa M.	N. Y. K.	Jan. 12
Tsuruga M.	N. Y. K.	Jan. 12
Nanking	C. M. Co.	Jan. 12
Bremen	P. & O.	Jan. 12
Deuel	S. & D.	Jan. 12
Dilwara	P. & O.	Jan. 12
E. of Asia	P. & O.	Jan. 13
Tengo M.	T. K. K.	Jan. 13
Alcinous	B. & S.	Jan. 13
Esther D.	R. D. Co.	Jan. 13
Rhesus	R. & S.	Jan. 15
Euran	S. & D.	Jan. 15
Van Waerwyck	J. C. J. L.	Jan. 15
Lake Onawa	R. D. Co.	Jan. 16
Glymont	R. D. Co.	Jan. 16
Kiyo M.	T. K. K.	Jan. 17
Hwah Ping	C. A. Co.	Jan. 17
Tjikemba	J. C. J. L.	Jan. 18
Nikko M.	N. Y. K.	Jan. 18
Hector	H. L.	Jan. 18
Bellerophon	B. & S.	Jan. 19
Glenade	J. M. Co.	Jan. 19
Borneo	J. C. J. L.	Jan. 21
Eastern	P. & O.	Jan. 21
Glenara	J. M. Co.	Jan. 22
Agamenon	B. L.	Jan. 22
Plassy	P. & O.	Jan. 22
Bolton	C. D. & Co.	Jan. 23
Shidzuoka M.	N. Y. K.	Jan. 24
Glenamony	P. & O.	Jan. 26
Kashima M.	N. Y. K.	Jan. 26
E. of Japan	C. P. O. S.	Jan. 26
Tajima M.	N. Y. K.	Jan. 29
Ganfa	B. & S.	Jan. 30
Teucer	B. & S.	Feb. 1
Anchises	B. & S.	Feb. 1
W. Hixton	L. A. Co.	Feb. 2
Kaga M.	N. Y. K.	Feb. 4
Delta	P. & O.	Feb. 5
Edmore	A. L.	Feb. 5
Teucer	B. & S.	Feb. 5
Ixon	B. & S.	Feb. 6
Abercos	A. L.	Feb. 7
Eldridge	A. L.	Feb. 7
Victoria	C. A. Co.	Feb. 10



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For PORTLAND direct.  
(Calling at Kobe and Yokohama.)  
MONTAGUE About Jan. 11. PAWLEY About Mar. 7.  
ABERCOS Feb. 7th. COAST April 4.  
Through Bills of Lading issued to OVERLAND COMMON PORTS.  
FOR FREIGHT AND PARTICULARS APPLY TO  
THE ADMIRAL LINE  
Telephones 2477 & 2475. 5th Floor, Hotel Mansions.



HONGKONG TO SAN FRANCISCO.  
Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
THE PATHWAY OF THE SUN.  
STEAMERS: TENYO MARU (22,000 tons) Jan. 13th; SHINYO MARU (22,000 tons) Feb. 7th; PERISA MARU (9,000 tons) Feb. 24th; KOREA MARU (20,000 tons) Mar. 7th; SIBERIA MARU (20,000 tons) Mar. 18th.  
Calling at Dairen.  
SOUTH AMERICAN LINE.  
HONGKONG TO VALPARAISO.  
Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.  
THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.  
STEAMERS: KIYO MARU (17,200 tons) Jan. 17th; KEIYO MARU (18,700 tons) Feb. 1st; ANYO MARU (18,700 tons) Mar. 12th; SEIYO MARU (14,000 tons) May 12th.  
This steamer will carry cargo only.  
For full information regarding passenger fares, freight and sailing apply to—  
Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2314 & 3375.  
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## HONGKONG SINGAPORE SAIGON SAMARANG

SOURABAYA  
REGULAR FORTNIGHTLY SAILINGS  
TO AND FROM  
THE ABOVE NAMED PORTS  
NEXT SAILING  
U.S.S.B. "GLYMONT"  
Sailing on January 16th.  
Calling at Haiphong and Batavia.  
U.S.S.B. "LAKE ONAWA"  
Sailing on January 16th.  
FOR SAIGON & BELAWAN-DELHI ONLY.  
Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.  
For particulars and bookings apply to:  
THE ROBERT DOLLAR CO.  
Tel. 792 & 795. Gen. P. O. Bldg.

## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.  
S.S. "WAUKEGAN"  
ABOUT 20TH JANUARY.  
S.S. "SATSUMA"  
ABOUT 15TH FEBRUARY.  
For freight space and particulars apply to—  
BARBER STEAMSHIP LINES INC.,  
THE ADMIRAL LINE  
AGENTS.  
Telephone 2477 & 2475. 5th Floor, Hotel Mansions.

## STRUTHERS &amp; DIXON, INC.

Operating Far Eastern services on account of the  
UNITED STATES SHIPPING BOARD.  
ALSO  
In connection with  
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.  
NEW YORK NEW YORK.  
TO SAN FRANCISCO.  
"WEST ISLIP" 21st January.  
TO SEATTLE & VANCOUVER.  
"DEUEL" 12th January.  
TO NEW YORK & BALTIMORE.  
"EURANA" 25th January.  
To Shanghai, Kobe & Yokohama.  
12th January.  
TO SINGAPORE.  
25th January.  
Through Bills of Lading issued to all U.S. and Canadian Overland Common Ports.  
HONGKONG OFFICE: 1st Floor, Prince's Building, 11, Des Voeux Rd., Tel. 792.

NEW YORK DIRECT.  
Joint service of the  
"BLUE FUNNEL" LINE  
(Ocean S.S. Co., Ltd. & China Mutual S. S. Co., Ltd.)  
AND  
AMERICAN & MANCHURIAN LINE  
(Ellerman & Bucknall S. S. Co., Ltd.)  
Sailings from Hongkong:  
"LAOMEDON" via Suez 10th Jan. Calls at Boston.  
"AGAMEMNON" via Suez 22nd Jan. "  
"KENTUCKY" via Suez 1st Mar. "  
Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.  
For freight and particulars apply to  
BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO. CANTON.

LOS ANGELES PACIFIC NAVIGATION CO.  
TRANS-PACIFIC FREIGHT SERVICE.  
(Operating the following U.S. Shipping Board steamers.)  
HONGKONG  
TO  
LOS ANGELES, CALIFORNIA, U. S. A.  
Due Inwards About Sailing About  
S.S. WEST HIXTON 30th Jan. S.S. WEST HIXTON 2nd Feb.  
Through Bills of Lading to all U.S. and CANADIAN OVERLAND PORTS. No transshipment en route.  
Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.  
HEAD OFFICES: LOS ANGELES, CALIF. Prince's Building, Chater Road, Telephone No. 1062.  
BRANCH OFFICE: KOBÉ, SHANGHAI, CHAS. E. RICHARDSON, GENERAL AGENT FOR SOUTH CHINA.  
MANILA, SINGAPORE.

## AUSTRALIAN SHIPPING.

## CHINA-AUSTRALIA MAIL S.S. LINE.

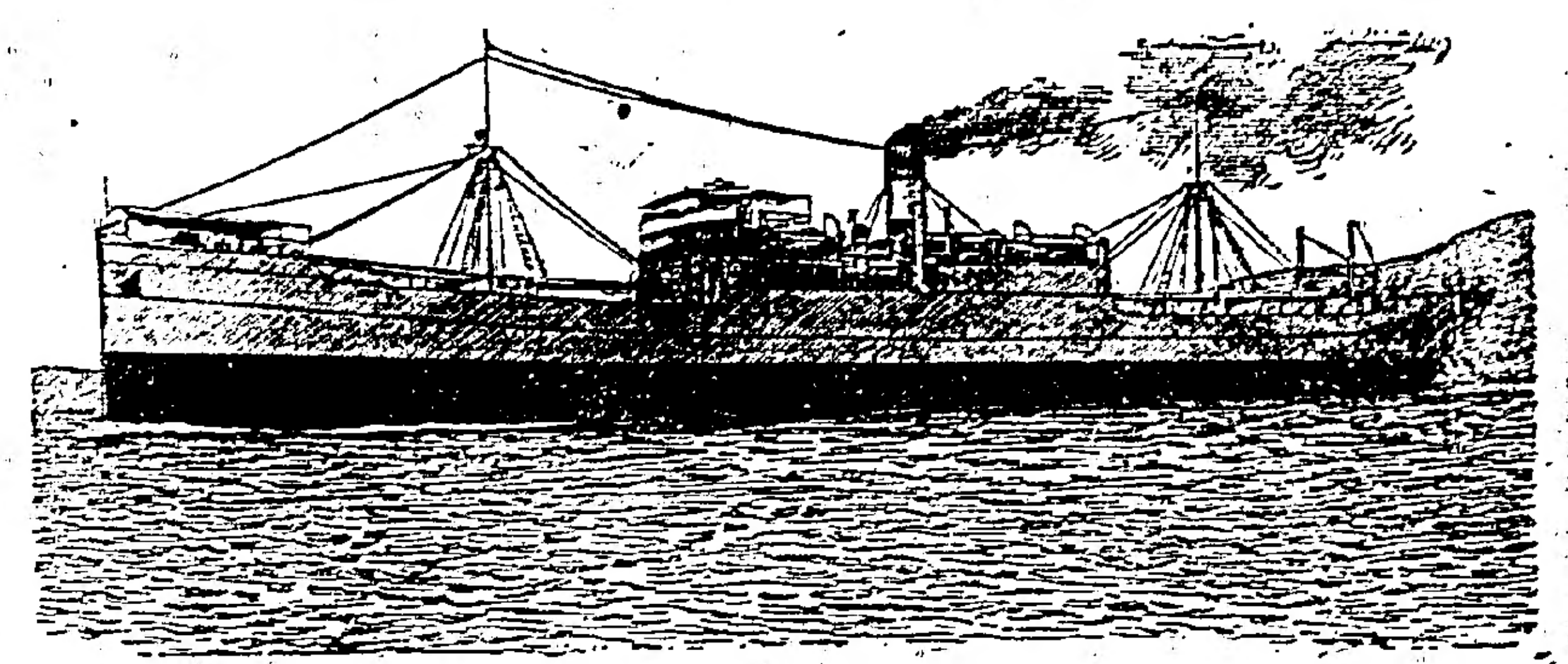
FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.  
S.S. "HWAH PING" Sailing on 17th January.  
S.S. "VICTORIA" Sailing on 10th February.  
For Freight and Passage apply to—  
THE CHINA & AUSTRALIA S.S. CO. LTD.  
Agents.  
113, Connaught Road Central.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition:  
Western Union and Watkins

Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., ROWLOON LOCK, HONGKONG



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR****EASTERN & AUSTRALIAN LINES.**(COMPANIES incorporated in ENGLAND)  
TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIA, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
DILWARA	5,400	12 Jan. noon	Singapore, Colombo & B'way.
BREMEN	11,500	12 Jan. 12th Jan.	Marseilles & London.
PLASSY	7,500	23rd Jan.	M'les, London & Antwerp.
DELTA	8,000	3rd Feb.	M'les, London & Antwerp.
DUNERA	5,400	10th Feb.	Singapore, Colombo & B'way.

**BRITISH INDIA-APCAR SAILINGS (South)**

G. APCAR 14,700 11 Jan. 1.45 p.m. Calcutta via Singapore, Penang and Rangoon.

**EASTERN & AUSTRALIAN SAILINGS (South)**EASTERN 4,000 21st Jan. Melbourne via Sandakan, Thorne Island, Cairns, Townsville, Brisbane and Sydney.  
KANOWNA 7,000 14th Feb.**SAILINGS TO SHANGHAI & JAPAN.**

DELTA	8,000	10th Jan. noon	Shanghai, Moji & Kobe.
LAHORE	5,300	25th Jan.	Shanghai & Japan.
TAKADA	7,000	17th Jan.	Shanghai & Japan.
DUNERA	5,400	25th Jan.	Shanghai only.

**WIRELESS ON ALL STEAMERS.**Particulars of service and rates of telegrams will be received at the Company's Office up to the day previous to sailing.  
For Passage Rates, Handbooks, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central. Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.KASHIMA MARU (Omitting Manila) Wednesday, 26th Jan., at 11 a.m.  
TAJIMA MARU ... Saturday, 29th Jan., at 11 a.m.  
SUWA MARU ... Saturday, 12th Feb., at 11 a.m.  
FUSHIMA MARU (Omitting Manila) Wednesday, 9th Mar., at 11 a.m.  
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.SHIMIZU MARU ... Monday, 24th Jan., at 11 a.m.  
KAGA MARU ... Friday, 4th Feb., at 11 a.m.  
HAMBURG, LONDON & ROTTERDAM via Suez.TSURUGA MARU ... Wednesday, 12th January.  
LIVERPOOL & MARSEILLES via Suez.

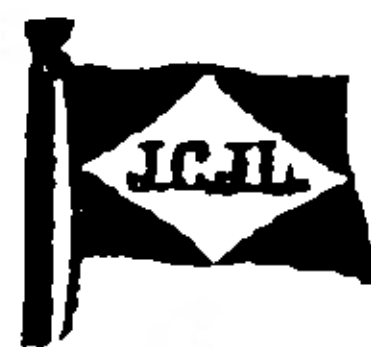
SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

NIKKO MARU ... Tuesday, 18th Jan., at 11 a.m.  
AKI MARU ... Tuesday, 15th Feb., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.  
BOMBAY & COLOMBO via Singapore.  
RANGOON MARU ... Tuesday, 11th January.KAWACHI MARU ... Wednesday, 26th January.  
CALCUTTA & RANGOON via Singapore & Penang.SASUKI MARU ... Thursday, 3rd February.  
JAPAN PORTS—Nagasaki, Kobe & Yokohama:  
AKI MARU ... Tuesday, 18th Jan., at 11 a.m.SHANGHAI, KOBE & YOKOHAMA  
KANAGAWA MARU ... Thursday, 13th January.TOTOJI MARU ... Tuesday, 18th January.  
KUMANO MARU (Moji direct) Sunday, 16th January.TAMBA MARU ... Friday, 21st January, at 11 a.m.  
BOMBAY MARU ... Friday, 23rd January.For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on	Will leave on	For
Childar	Java	in port 12th Jan.	12th Jan.	Java.
Tjilatjap	Amoy	25th Jan.	28 Jan.	Belawan Java Deli
Haiyang	Java	25th Jan.	31st Jan.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

**ALSO OPERATING****JAVA PACIFIC LIJN.****NEXT SAILING.**

Steamer	From	Expected on	Will leave on	For
Tjikembang	San Francisco	17th Jan.	22nd Jan.	Java.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**York Buildings.  
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and/or BOSTON.

**S.S. "BOLTON CASTLE"**

Sailing on or about 23rd January.

**LYDD TRIESTINO.**

FOR SHANGHAI.

S.S. "PILSNA" Sailing on 12th January, at 10 a.m.  
S.S. "HUNGARIA" Sailing on or about 30th January.**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG &amp; COLOMBO.

S.S. "NIPPON" Sailing on or about 16th January.

S.S. "PILSNA" Sailing on or about 6th February.

S.S. "HUNGARIA" Sailing on or about 3rd March.

Passengers' Luggage can be insured at the office of the Agent.

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

**JAPAN, HONGKONG & JAVA.**

For JAPAN, S.S. "HOKUTO M." Sailing on or about 20th Jan.

S.S. "SAMARANG M." Sailing on or about 7th Feb.

For JAVA, S.S. "RIOJUN M." Sailing on or about 22nd Jan.

S.S. "MACASSAR M." Sailing on or about 11th Feb.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong from Australia. Leaves Hongkong for Australia.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 35.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS**

TO

**UNITED KINGDOM & CONTINENT.**

For Steamer. Sailing.

LONDON, ROTTERDAM and ESBJERG (Denmark) "CITY OF FLORENCE" 7th Feb.

For particulars of sailings shippers are requested to apply to the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.**

or to REISS &amp; Co. Canton General Agents.

**GLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.**

Vessel	Due Hongkong.
M.V. "GLENADE"	10th Jan.
M.V. "GLENARA"	22nd Jan.
"GLENAMOV"	26th Jan.

**HOMEWARDS.**

Vessel	Leaves Hongkong.	Discharges.
"GLENLUCE"	30th Jan.	GENOA, LONDON & ROTTERDAM.
"GLENADE"	12th Feb.	LONDON, ROTTERDAM & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Takung	Wed., 12th Jan. at 10 a.m.
SINGAPORE & Penang	Hangsang	Fri., 14th Jan. at 2 p.m.
MANILA	Yucsang	Fri., 14th Jan. at 3 p.m.
SHANGHAI	Kwongsang	Sun., 16th Jan. at d'light.
SANDAKAN	Hinsang	Tues., 18th Jan. at noon.
SHAI, Chefoo & Dalry	Wingsang	Wed., 19th Jan. at d'light.
STRAITS & Calcutta	Laisang	Thur., 20th Jan. at 3 p.m.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "HANGSANG" will be despatched on or about Friday, 14th Jan., at 2 p.m. for SINGAPORE &amp; PENANG.

S.S. "LAISANG" will be despatched on or about Thursday, 20th Jan., at 2 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SWATOW, SHAI & TTAO	Chekliang	12th Jan. at 9 a.m.
AMOI, SHAI & PUKOW	Czechuen	12th Jan. at noon.
SHANGHAI	Fenglien	13th Jan. at noon.
SHANGHAI & TSINGTAO	Chenan	15th Jan. at 4 p.m.
PAKHOI & HAIPHONG	Kallong	16th Jan. at 10 a.m.
SWATOW & BANGKOK	Luchow	18th Jan. at 9 a.m.
AMOI, SHAI & PUKOW	Suiyang	18th Jan. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amusements, Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Telephone No. 35.

Hongkong Jan. 11, 1921.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

**FOR SWATOW, AMOI AND FOCHOW AND RETURN.**

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving.
Hailong	J. S. Thomson	THUR., 13th Jan. at noon
Hailong	W. C. Passmore	THUR., 20th Jan. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**WATERHOUSE LINE.****TRANS-PACIFIC FREIGHT SERVICE**

Operating the following U. S. Shipping Board steamers

For  
**SEATTLE - TACOMA - VICTORIA - VANCOUVER**

via Kobe and Yokohama.

**"WEST JESTER"**

10th January.

Further sailings to be announced later. Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

**FRANK WATERHOUSE & CO.**

1st Floor, Hotel Mansions.

Telephone 3507.

**MOVEMENTS OF STEAMERS.**

The s.s. SATSUMA left New York for Hongkong via ports Nov. 31st and is expected here January 15th, 1921.

The s.s. DUQUESNE left New York for Hongkong via ports Dec. 9th and is expected here Feb. 2nd, 1921.

The N.Y.K. s.s. KUMANO M. (European Line) left London for this port via Suez on the 5th Dec. and is expected here on the 15th January.

The N.Y.K. s.s. CAP FINIS-TERRE left Liverpool for this port via Suez on the 19th Dec. and is expected here on the 28th January.

The Dollar Steamships Line, s.s. ESTHER DOLLAR (New York Line) left Vancouver on Dec. 9th and is due here 14th January.

The Dollar Steamship Line, s.s. BESSIE DOLLAR (New York Line) left Vancouver on Dec. 20th and is due here 2nd January.

The N.Y.K. s.s. TSURUGA M. (Hamburg Line) left Kobe for this port via Moji, Dairen and Shanghai on the 30th Dec. and is expected here on the 14th Jan.

The N.Y.K. s.s. KASHIMA M. (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila, on the 3rd January and is expected here on the 16th January.

The s.s. LOWTHER CASTLE, left Honolulu 31st Dec. 1920, for Japan, due Hongkong 6th Feb. 1921.

The s.s. MENTOR (Blue Funnel Line) left Suez on 23rd inst. for Hongkong and is due here on the 15th January.

The s.s. EDMORE left Seattle, Wash. for Hongkong via ports Dec. 7th and is expected January 24th 1921.

The s.s. LYCAON (Blue Funnel Line) left Suez on 17th inst. for Hongkong and is due here on 15th January 1921.

The Robert Dollar Company's U. S. S. B. s.s. LAKE ONAWA, on 30th Dec. and is due here about 14th January (calling Saigon.)

The s.s. MACHOAN, Blue Funnel Line) left M'ike on 5th inst. for London, Rotterdam &amp; Hamburg via Hongkong. Vessel is due here on 9th inst., and will sail, as above, on 11th inst.

The N.Y.K. s.s. TOTOMI M. (Calcutta Line) left Singapore for this port on the 5th January, and is expected here on the 17th January 1921.

The N.Y.K. s.s. MISHIMA M. (European Line) left London for this port via Suez on the 24th Dec. and is expected here on the 1st February.

The N.Y.K. s.s. RANGOON MARU (Bombay Line) left Moji for this port on the 5th January and is expected here on the 10th January.

The N.Y.K. s.s. KANAGAWA M. (Liverpool Line) left Singapore for this port on the 5th January and is expected here on the 12th January.

The s.s. ALCINOUS, (Blue Funnel Line) left M'ike on 7th inst. for Liverpool via Barcelona, Harve &amp; Hongkong. Vessel is due here on 11th inst. and will sail, as above, on 13th inst.

The N.Y.K. s.s. AKI MARU (Australian Line) left Thursday Island for this port via Manila, on the 6th January and is expected here on the 17th January.

The s.s. DILWARA left Shanghai for this Port on the 8th inst., at 10.30 a.m. and is due here on the 11th Jan. at about 7 a.m.

The ANCHISES (Blue Funnel Line) left Manila on 9th Jan. for Hongkong and is due here on 11th January.

The N.Y.K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 8th January and is expected here on the 27th Jan.

The s.s. LYCAON, (Blue Funnel Line) left Singapore on 8th inst. for Hongkong and is due here on 15th January.

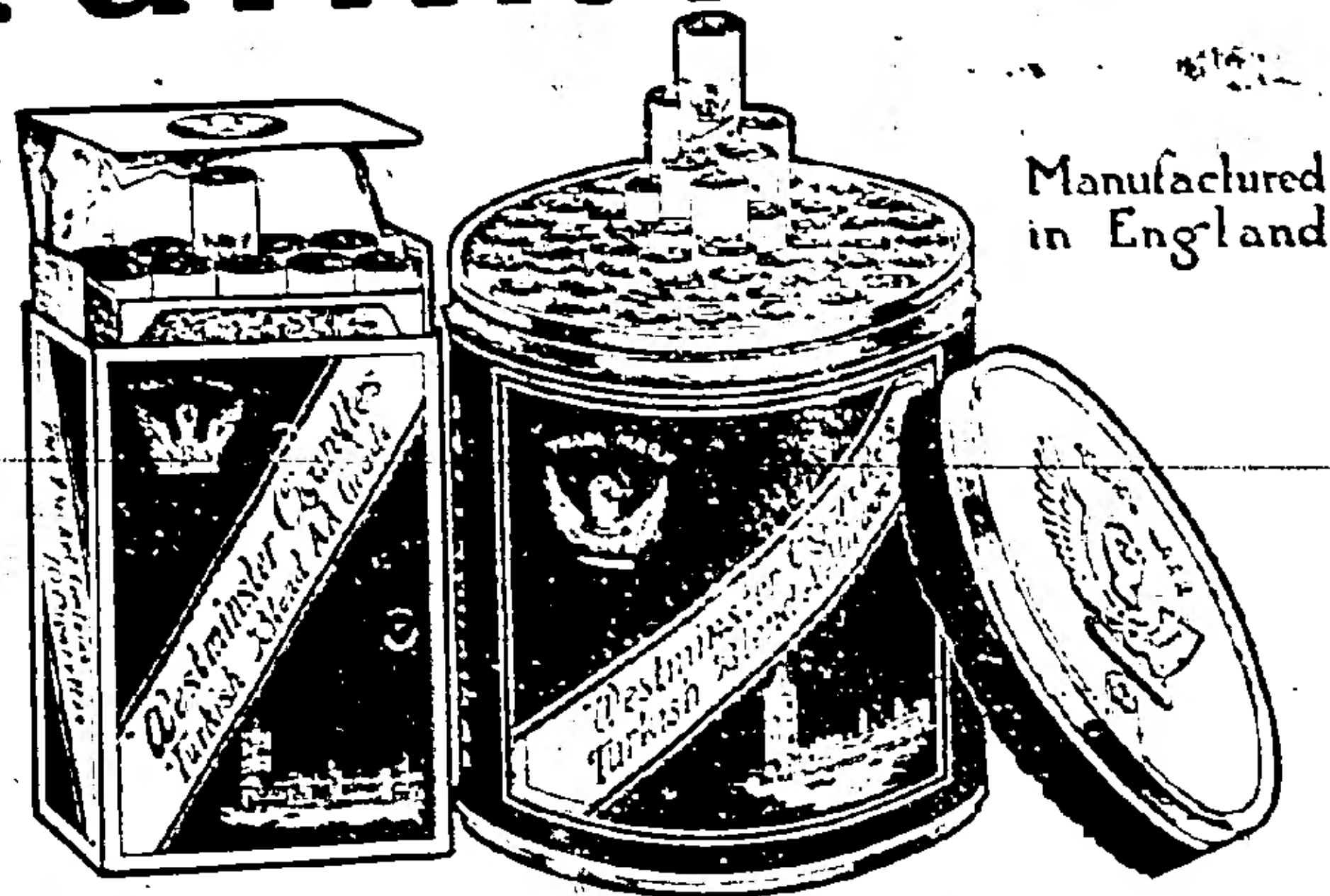
The s.s. MATTAWA, arrived at Karatsu, on 8th January, left there 9th January, and is due at Shanghai, on 11th January.

The Navigazione Generale Italiana s.s. MABANIELLO from Hamburg, Genoa and Bombay, Rangoon and Straits, is due to arrive here on 18th Jan.



## NOTICES.

# "Turkish AA"



Turkish Cigarettes  
of exceptional quality  
manufactured from the  
finest selected tobacco  
leaves.

Westminster  
Tobacco  
Co. Ltd.,  
London

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

## POST OFFICE.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Shanghai and Swatow—Per CUBENAN, 13th Jan.  
Straits—Per KANAGAWA M., 13th Jan.  
Australia and Shanghai—Per HWAH PING, 13th Jan.  
Japan and Shanghai—Per TSURUGA M., 14th Jan.

## OUTWARD MAILS.

## To-morrow.

Straits & Bangkok—Per IN-NAMINCKA, noon.  
San Francisco—Per SHABONEEL, 2 p.m.  
Saigon—Per PHEUMPENH, 5 p.m.  
Dairen—Per ANYO M., 1 p.m.  
Swatow, Shanghai and North China—Per CHEKIANG, 8 a.m.  
Amoy, Shanghai & N. China—Per SZECHUEN, 11 a.m.  
Shanghai & North China—Per PILONA, 8 a.m.  
Java and Port Moresby via Batavia—Per CHILDA, 11 a.m.  
Hoihow & Haiphong—Per TAK-SANG, 9 a.m.  
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay and Aden—Per DILWARA, 11 a.m.  
Shanghai, N. China, Japan via Honolulu, Canada, United States, Central & South America & Europe via Vancouver—Per EMPRESS OF ASIA, Reg. 9.45 a.m. Letters 10.30 a.m.  
Shanghai, N. China, Japan via Honolulu, Canada, United States, Central & S. America & Europe via San Francisco—Per TENYO M., Reg. 9.15 a.m. Letters 10 a.m.  
Shanghai, N. China, Japan via Honolulu, Canada, United States, Central & S. America & Europe via San Francisco—Per NANKING, Reg. 9.45 a.m. Letters 10.30 a.m.

## SHIPPING.

## VESSELS ARRIVED.

The DILWARA arrived this morning from Shanghai with 20 tons of direct and 460 tons of through cargo—Mooring A 6.  
The GLENFALLOCH delivered here this morning 1,260 tons of cargo from Singapore and 77 packets of English mails—Mooring B 12.  
The YUEN SANG from Manila consigned here yesterday 542 tons of general merchandise for Hongkong—Mooring C 35.  
From Bangkok the s.s. LINAN consigned here this morning 3,500 tons of general cargo—Mooring C 41.  
The s.s. AMELAND, a Dutch vessel, arrived yesterday from Rotterdam with 260 tons of direct and 2,200 tons of through cargo—Mooring Kowloon wharf.  
The N. Y. K. RANGON M. delivered here this morning 344 tons of cotton goods and sulphuric acid.  
The Blue Funnel liner ANCHISES arrived to-day from Liverpool. She had aboard 95 first-class passengers and 186 bags of mail—Mooring Holt's Wharf.

## Thursday, 13th Jan.

Fort Bayard, Hoihow & Haiphong—Per HANOI, 5 p.m.  
Shanghai and North China—Per FENG TIEN, 11 a.m.  
Swatow, Amoy and Takao—Per SOSHU M., 9 a.m.  
Swatow, Amoy and Foochow—Per HAILOONG, 11 a.m.  
Shanghai, North China Japan via Canada, United States, Central & South America & Europe via Vancouver—Per EMPRESS OF ASIA, Reg. 9.45 a.m. Letters 10.30 a.m.  
Shanghai, N. China, Japan via Honolulu, Canada, United States, Central & S. America & Europe via San Francisco—Per TENYO M., Reg. 9.15 a.m. Letters 10 a.m.  
Shanghai, N. China, Japan via Honolulu, Canada, United States, Central & S. America & Europe via San Francisco—Per NANKING, Reg. 9.45 a.m. Letters 10.30 a.m.

\*Correspondence bearing vessels' name only.

## WEATHER REPORT.

Jan. 11d. 11h. 33m.—Pressure has decreased considerably at Vladivostok, and is nearly stationary at Hongkong and Manila. It is increasing at Shanghai.

A fresh anticyclone is forming over N. China.

The monsoon will freshen along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.00 inch. Total since January 1st, 0.11 inches, against an average of 0.27 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock winds moderate to fresh; fine.

2 Formosa Channel N.E. winds, fresh to strong.

3 South coast of China between H.K. & Lamocks. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director.  
H.K. Observatory, Jan. 11, 1921.

## METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	30.11	30.11
Temperature	64	56
Humidity	63	69
Wind Direction	S.W.	N.
Wind Force	2	1
Weather	o	b
Rain	0.00	0.00
Highest open air temperature on the 10th	64	
Lowest open air temperature on the 11th	56	

T. F. CLAXTON, Director.  
H.K. Observatory, Jan. 11.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

## OPERATING—

THE HONGKONG HOTEL,  
HOTEL MANSIONS.  
THE REPULSE BAY HOTEL.  
AND THE  
HONGKONG HOTEL GARAGE

J. H. TAGART,  
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ELECTRIC LIGHTS AND LIGHTING.  
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1,800 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.  
UNDER THE MANAGEMENT OF  
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UNDER NEW BRITISH MANAGEMENT,  
THE PREMIER HOTEL, FINEST SITUATION.  
EXCELLENT CUISINE.  
ARTHUR E. ODELL,  
(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL  
CRAIGIEBURN HOTEL THE PEAK  
KNUTSFORD HOTEL KOWLOON  
SACHSE, LENNOX & Co., General Agents  
Are resident Managers.

## ENTERTAINMENTS.

## THE CORONET

TO-NIGHT TILL WEDNESDAY

At 2.30, 5.15, 7.15 and 9.15

"MY HUSBAND'S  
OTHER WIFE"

SNUB COMEDY. BRITISH GAZETTE.

## HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

VIVIAN MARTIN

"A PETTICOAT PILOT"

a charming love story in five parts.

BILLY WEST

"THE ROGUE"

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## NOTICE.



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AND OTTAWA.

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THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to—  
S. KOMURA, Manager.  
No. 14, Pedder Street Hongkong.

## TIDE TABLE.

10th to 16th Jan. 1921.

Tide	High Water	Low Water	High Water	Low Water
Jan. 10	Jan. 11	Jan. 12	Jan. 13	Jan. 14
11 35	4.5	4.39	1.1	
9 51a	7.5	3.34a	3.3	
10 22a	4.5	5.14	1.9	
0 31a	4.5	4.15	3.4	
10 51a	7.0	4.45a	3.4	
0 51a	4.6	6.17a	3.5	
11 21a	4.7	6.37a	3.5	
1 13a	4.7	5.56a	3.6	
0 6	4.2	7.31a	3.7	
1 54a	4.3	6.51a	3.7	
0 57	5.6	8.6	3.5	
2 36a	5.2	8.21a	3.5	

m morning, a afternoon

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

## Banks

H.K. & S. Bank b. 795 ss. 800  
East Asia b. 124

## Marine Insurance.

Cantons b. 372 1/2 ss. 375  
North China n. 1.153  
Unions b. 216 ss. 217  
Yangtze n. 23  
Far Eastern n. 20

## Fire Insurance.

China Fires b. 125  
H. K. Fires b. & ss. 315

## Shipping.

Douglases n. 63  
H.K. Steamboats b. 24 1/2  
Indos (Pref.) b. 24  
Indo Def. Loan/Reg. b. 200  
Indo Def. H.K. Reg. b. 195  
Shells b. 120/-  
Ferries b. 27 1/2 ss. 27 1/2

## Refineries.

Sugars b. 245  
Malabona n. 50

## Mining.

Kailan n. 100/-  
Langkats b. 1.13 1/2  
Shanghai Loans b. 1.13 1/2  
Shai Explorations b. 1.13 1/2

## Rafts.

Trochons n. 25/-  
Ural Caspians n. 18/-

## Docks, Wharves, Godowns, &amp;c.

H.K. Wharves b. 92 1/2 ss. 92  
K. Docks n. 153 1/2  
Shai Docks n. 1.123 1/2

## N. Engineering.

Land, Hotels & Buildings n. 119  
H.K. Hotels b. 155  
H.K. Lands b. 126

## H. Phreys Est.

K. Loan Lands b. 38  
L. Reclamations n. 140  
West Point n. 55

## Cotton Mills.

Ewos n. 1.350  
Kung Yik n. 1.36

## Lau Kung Mo.

Oriental n. 1.16 1/2  
Shai Cotton n. 1.110  
Yangtzepeeps n. 1.25

## Miscellaneous.

Cements b. 9.20 ss. 9.40  
Do. Light old b. 8  
China Light new b. 6  
China Providents s. 8

## Dairy Farms.

Electricity H. K. b. 184 1/2  
Electricity Macao n. 30  
Hongkong Ropes n. 22 1/2  
Hk. Tramways b. 7 1/2  
Peak Trams, old b. 7 1/2  
Do. new b. 80 cts.

## Steam Laundries.

Steel Foundries n. 10  
Water-works b. 16 1/2  
Watsons b. 20  
Wm. Powells b. 20  
Wisemans b. 35

Hongkong, Jan. 11, 1921.

Printed and Published for the Proprietor, by Alfred Morley, at 11, Ice House Street, in the City of Victoria, Hongkong.

## GRAND HOTEL DE PEKIN

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Afternoon dancant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts: 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.  
Motor bus meets all trains.

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Manager.



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